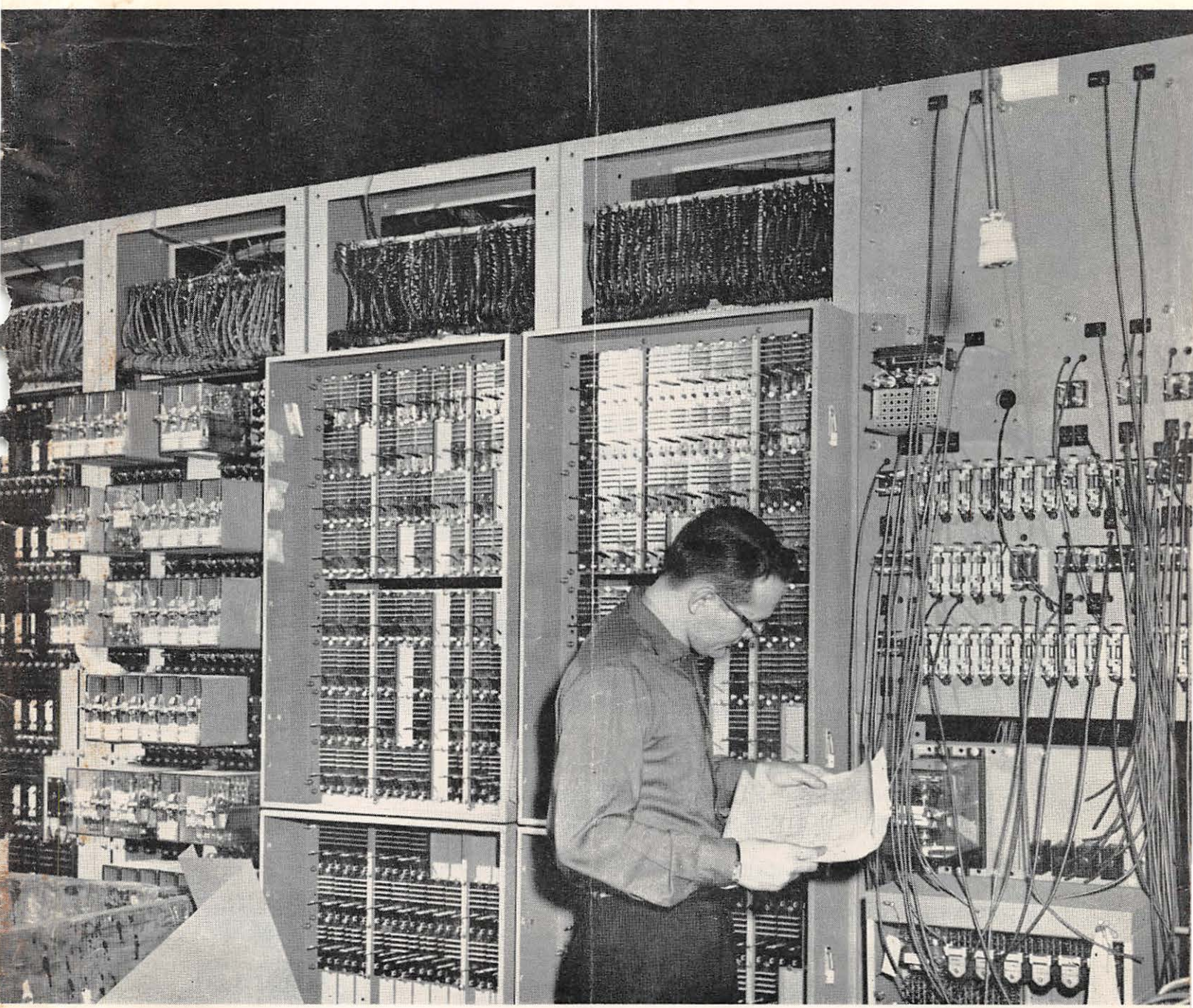
JUNE 1962

THE Signalman's JOURNAL



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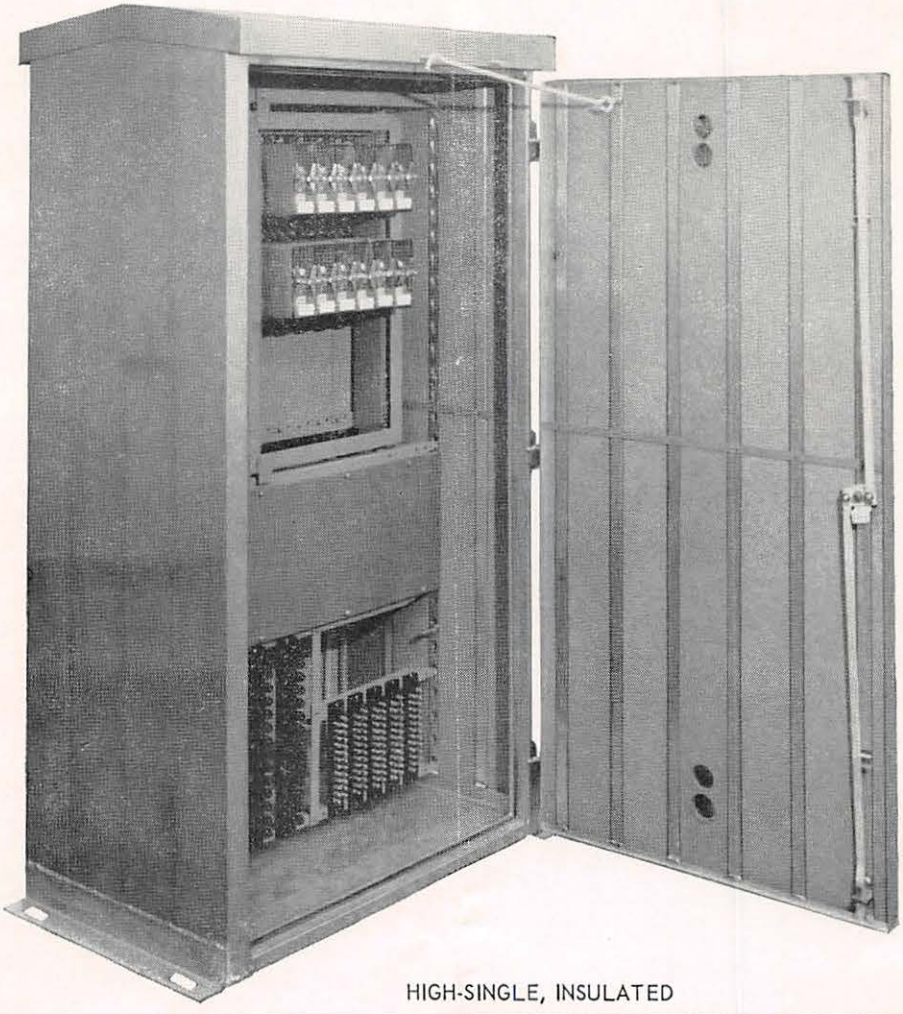

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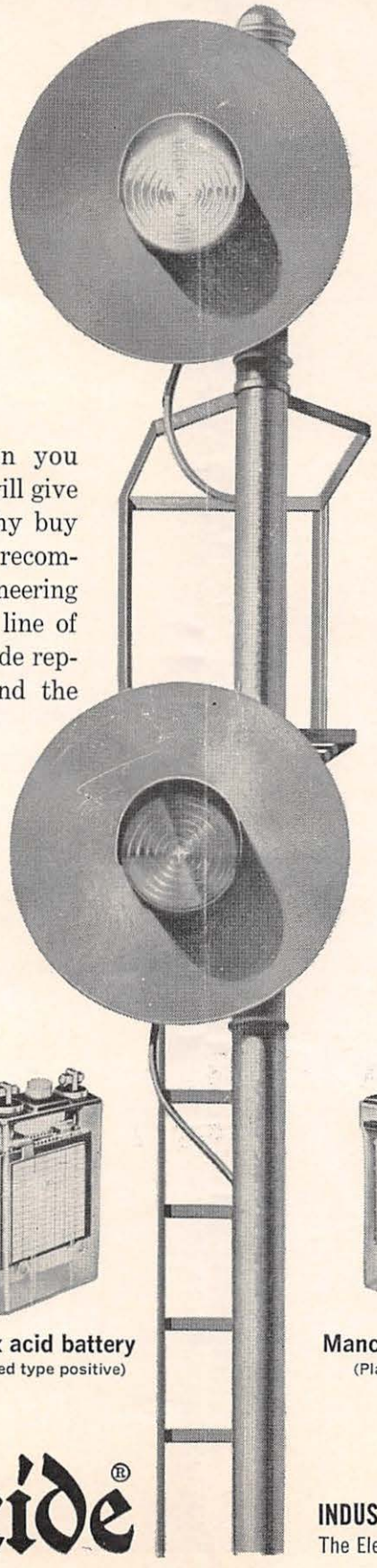

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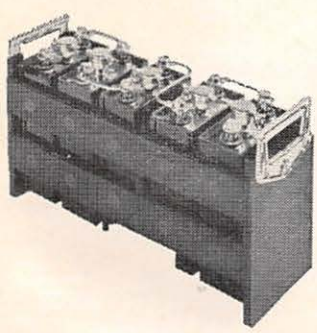

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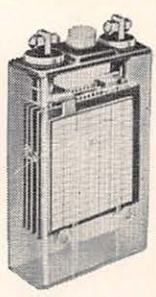

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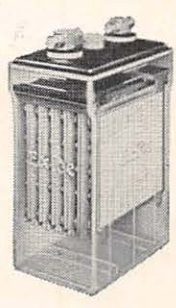

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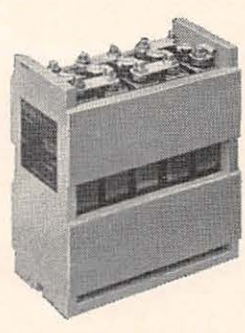

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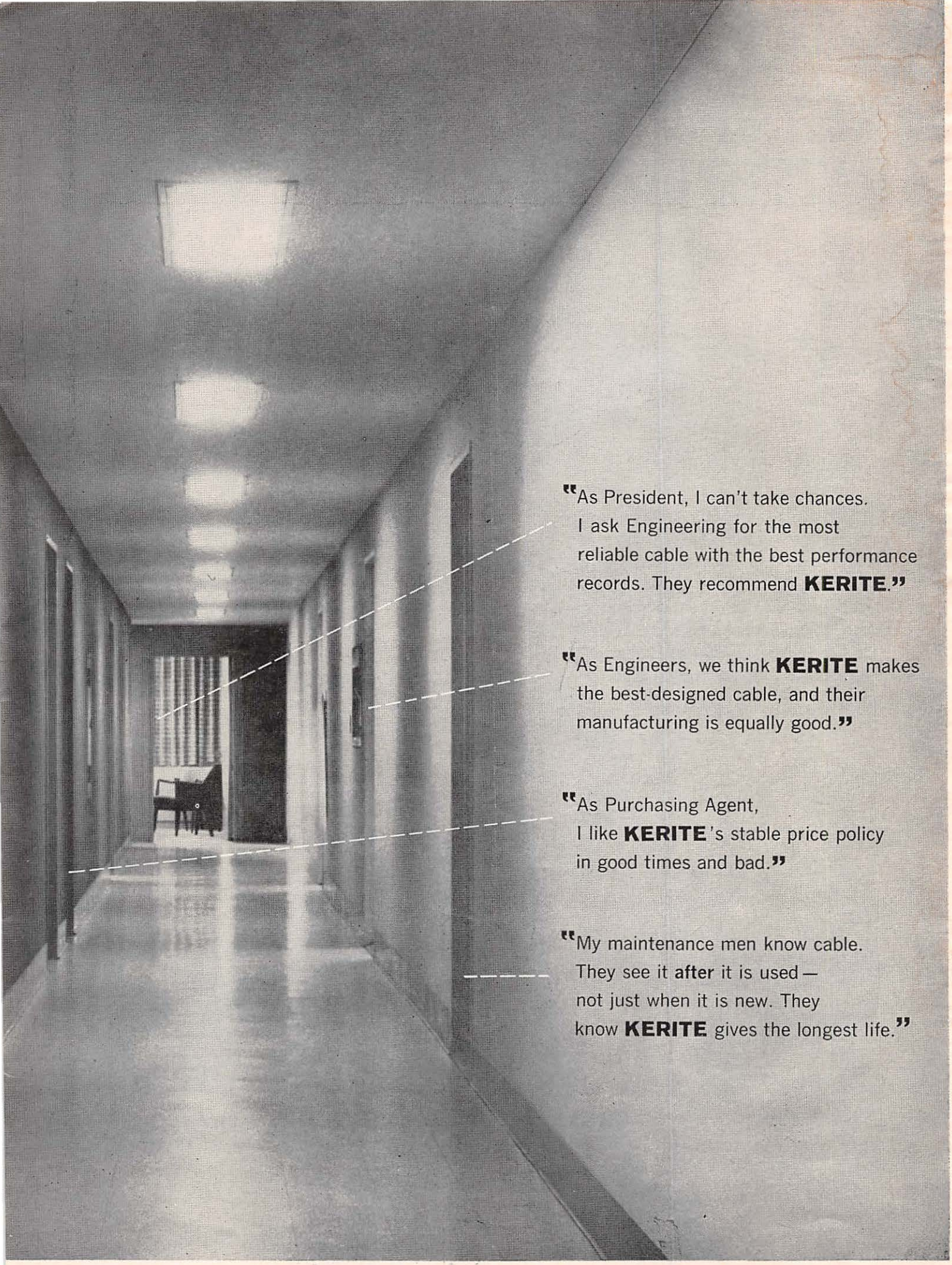

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OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

E. L. Abbott, Editor and Manager
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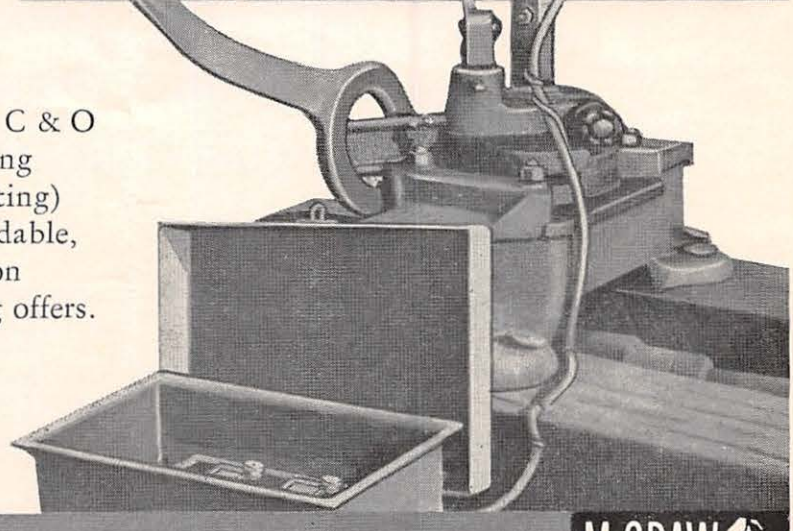

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Non-Ops Reach Agreement With Carriers

AN AGREEMENT WAS reached June 5 between 11 non-operating unions, including our Brotherhood, and the nation's railroads. The agreement provides for a 10.28 cent hourly wage increase for the 450,000 union members represented. A four cent increase will be retroactive to February 1 and 6.28 cents an hour is retroactive to May 1.

G. E. Leighty, Chairman of the Employes' National Conference Committee, said, "I think the increase is too little and the carriers obviously think it is too much. But we have reached an agreement and that's it."

The agreement closely follows the recommendations of a special Presidential Emergency board. A report on these recommendations was carried in the May issue of the *Journal*. It was pointed out in a recent issue of the *Wall Street Journal* that the settlement differed on one important point, "The Board's recommendation, rather than calling for a flat 6.28 cents an hour increase on May 1, had recommended a 2½ percent increase."

President Jesse Clark in a letter to General Committee members and Subordinate Lodge officers said, "Our organization was compelled to agree to the cents-per-hour increase rather than the percentage increase of 2½% recommended by the Emergency Board to become effective May 1, 1962, or withdraw from the entire proceedings and start all over, alone. All of the other organizations agreed to the cents-per-hour increase and we held out to the last. It was decided, however, that we should agree and place these adjustments in effect now—especially since we were directed by the Delegates at our last Convention to inaugurate a separate wage move as promptly as possible after completion of the joint national wage movement. You will observe however, that we may not begin our separate wage movement prior to February 1, 1963, and any adjustments made by that action cannot become effective until May 1, 1963.

"The Emergency Board has recommended that no new Section 6 Notices affecting rates of pay should be filed prior to May 1, 1963. However, we are not stopped from making individual adjustments on individual carriers on behalf of the employes we represent, as described in the agreement."

In order that the members of our Brotherhood may fully understand the provisions of the agreement and comply with the Labor-Management Reporting and Disclosure Act of 1959, the full text of the pact is reprinted below.

AGREEMENT

THIS AGREEMENT MADE this 5th day of June, 1962, by and between the participating carriers represented by the Eastern, Western and Southeastern Carriers' Conference Committees and the employees of such carriers shown thereon and represented by the Railway Labor Organizations signatory hereto, through the Employes' National Conference Committee, Eleven Cooperating Railway Labor Organizations, witnesseth:

IT IS AGREED:

Article I—Wage Increase

All hourly, daily, weekly, monthly and piece-work rates of pay of employees covered by this Agreement will be increased in the amount of four (4) cents per hour, which increase shall be retroactive to February 1, 1962, and applied so as to give effect to this increase in pay irrespective of the method of payment. The increase provided for in this Article I shall be applied as follows:

(a) Hourly Rates

Add four (4) cents to the existing hourly rates of pay.

(b) Daily Rates

Determine the equivalent hourly rate by dividing the existing daily rate by the number of hours comprehended by the daily rate. Four (4) cents per hour, multiplied by the number of hours comprehended by the daily rate, shall be added to the existing daily rate.

(c) Weekly Rates

Determine the equivalent hourly rate by dividing the existing weekly rate by the number of hours comprehended by the existing weekly rate. Four (4) cents per hour, multiplied by the number of hours comprehended by the weekly rate shall

On June 5 an agreement was reached between representatives of the carriers and of the 11 non-operating Brotherhoods. Our representatives shown below are: Seated, left to right, A. J. Bernhardt; Michael Fox; G. E. Leighty, Chairman of the Employes' National Conference Committee; H. C. Crotty, Geo. M. Harrison; and John Casselman. Standing, left to right, E. J. Burman, J. W. O'Brien; Richard W. Smith; Edward H. Wolfe; Joseph W. Ramsey; Lester P. Schoene, attorney; George Cucich, Jesse Clark, President of our Brotherhood; and Thomas Ramsey.

be added to the existing weekly rate.

(d) Monthly Rates

Determine the equivalent hourly rate by dividing the existing monthly rate by the number of hours comprehended by the monthly rate. Four (4) cents per hour, multiplied by the number of hours comprehended by the monthly rate shall be added to the existing monthly rate.

(e) Piece Work

Adjustment of piece-work rates of pay shall be based on the amount of increase applicable to the basic hourly rate for the class of work performed. Where piece-work rates of pay are in effect on carriers having special rules as to the application of any increase, or decrease, in such rates, such rules shall apply. In the absence of any definite rule governing, the equivalent of four (4) cents per hour shall be added to the unit piece-work price.

(f) Red Caps

Rates of pay, or guarantees, for Red Caps, will be increased by four (4) cents per hour. This amount will be multiplied by the number of hours paid for, and this sum will be added to the earnings of Red Caps regardless of the method of determining their earnings.

(g) Minimum Daily Increases

The increase in rates of pay described i paragraphs (a) to (f), inclusive, shall be not less than eight times the applicable increase per hour for each full time day of eight hours, required to be paid for by the rules agreement. In instances where under the existing rules agreement an employee is worked less than eight hours per day, the increase will be determined by the number of hours required to be paid for by the rules agreement.

(h) Deductions

In so far as concerns deductions, which may be made from the rates resulting from the increase herein granted, under Section 3 (m) of the Fair Labor Standards Act of 1938, they may continue to be made to the extent that such deductions were being legally made as of August 31, 1941.

(i) Application of Wage Increase

The increase in wages provided for in this Article I shall be computed in accordance with the wage or working conditions agreement in effect between each carrier and each labor organization of employees, and in instances where fixed daily, weekly, or monthly rates are paid for all services rendered, the increase in wages shall be applied in such manner as will give effect to the number of hours used in fixing said rates and to the equivalent hours for special allowances included in said rates. Overtime hours will be computed in accordance with the individual schedules for all overtime hours paid for. Special allowances not included in said rates will not be increased.

(j) Coverage

All employees who were on the payroll of the carrier on February 1, 1962, or who were hired subsequent thereto, regardless of whether they are now in the employ of the carrier, shall receive the amounts to which they are entitled under this Agreement.

Article II—Wage Increase

All hourly, daily, weekly, monthly, and piece-work rates of pay of employees covered by this Agreement, as increased pursuant to Article I, will be further increased in the amount of six and twenty-eight one hundredths (6.28) cents per hour, which increase shall be retroactive to May 1, 1962, and applied so as to give effect to this increase in pay irrespective of the method of payment. The increases provided for in this Article II shall be applied to the rates as increased pursuant to Article I, in the same manner as the increases provided for in Article I.

These increases, applied uniformly in cents per hour, were agreed to, in lieu of increases of 2½%, at the request of the Employes' National Conference Committee.

Article III—Advance Notice Requirements

Effective July 16, 1962, existing rules providing that advance notice of less than five (5) working days be given before the abolishment of a position or reduction in force are hereby revised so as to require not less than five (5) working days' advance notice. With respect to employees working on regularly established positions where existing rules do not require advance notice before such position is abolished, not less than five (5) working days' advance notice shall be given before such positions are abolished. The provisions of Article VI of the August 21, 1954 Agreement shall constitute an exception of the foregoing requirements of this Article.

Article IV—Court Approval

This Agreement is subject to approval of the courts with respect to carriers in the hands of receivers or trustees.

Article V—Effect of This Agreement

(a) This Agreement is in settlement of the dispute growing out of notices served on the carriers listed in Exhibits A, B and C on or about September 1, 1961, and out of proposals served by the individual railroads on organization representatives of the employees involved on or about September 18, 1961, and shall be construed as a separate agreement by and on behalf of each of said carriers and its employees represented by each of the organizations signatory hereto, and shall remain in effect until May 1, 1963, and thereafter until changed or modified in accordance with the provisions of the Railway Labor Act, as amended, except that notices to change the rates of pay established by this agreement may be served on or after February 1, 1963, provided such notices do not contemplate effective dates earlier than May 1, 1963.

(b) This Article V does not prevent adjustments under normal processes on the individual carriers in the rates of pay of individual positions; correction of inequities as between rates for different individual positions on a particular railroad; or negotiation of rates for new positions or positions where it is alleged that the duties or responsibilities have been or are changed.

Several members of the Conference Committee discuss wage increase. Seated at table, L to R, H. C. Crotty; John Casselman; Jesse Clark; J. W. O'Brien; Thos. Ramsey. G. E. Leighty at far right.

It's Your Bill Too

By Secretary Abraham Ribicoff, Department of Health, Education, and Welfare

RAILROAD WORKERS HAVE a real stake in the King-Anderson Bill for health insurance for the aged now pending in Congress.

This bill—President Kennedy's own plan—would amend the Railroad Retirement Act to give its beneficiaries the same health protection that would be made available to retired persons under social security.

Thus everyone entitled under social security or railroad retirement—eventually 95 percent of the working population—would be automatically protected from the high cost of hospitalization in old age.

The Kennedy Program would have each railroad worker contribute about one dollar a month to building health insurance to cover major illnesses after retirement at age 65.

In addition the Kennedy program would provide that this same monthly payment immediately furnish health insurance for retired persons now sixty-five years of age and over.

This would lift a heavy burden of financial worry from three generations at once.

Today's railroad workers would know that their retired parents would have proper medical care when a serious illness strikes.

Today's railroad workers would know that at age 65 their own heavy hospital bills would be paid without a means test.

Today's railroad workers would be sure that their children's college education will not be lost because of the high costs of hospitalization for their parents.

Today there are 17,500,000 persons aged 65 and over in this country. As a group these people have the lowest incomes, an average of only $1,300 a year. As a group they have the highest medical and hospital costs, using almost 3 times as much hospital care as younger people.

Today's railroad workers having private insurance find that they must pay more and more premiums to get less and less in benefits. From a small town in Montana I received this letter:

"I do not wish to be a beggar; however I am retired on a small railroad pension, it is all that my wife and I can do to get along. I have belonged to the Milwaukee Hospital Association for 50 years and each year they have been reducing the benefits until there is not anything for us to have." He enclosed with his letter a circular telling of a further reduction in service. His health investment was dwindling to nothingness.

Public relief is not the answer. Congress enacted the Kerr-Mills bill which permits the States to draw matching funds on their programs to help the medically indigent. But only about half the States have enacted Medical Assistance for the Aged programs, usually called MAA. About 92 percent of the MAA payments in December were made in only three States.

Under the King-Anderson Bill (HR 4222) the eligible recipient would not be made to feel like a beggar. He would not have to have his own financial affairs, and possibly the financial affairs of his children investigated. He would simply collect the benefits that are his by statutory right.

These benefits would include a maximum of 90 days of hospital care (with a deductible of $10 a day for the first 9 days); up to 180 days of care in a skilled nursing home; outpatient diagnostic care (after paying $20 deductible for each diagnostic study); and up to 240 visits from nurses or therapists to provide health care in the home.

It would not pay doctor's bills. It would do nothing to affect physician - patient relationship. It would not affect the choice of physicians. It is not "socialized medicine."

I am convinced that the President's program is the best possible plan. I hope the railway workers are equally convinced and that they will make their voices heard in behalf of the King-Anderson bill.

"Miss Reed, your union contract says you must give thirty days notice before you strike."

Revived R-T-W Drive In Maine Denounced By Baptist Pastor

A NEW DRIVE TO ENACT a so-called "right-to-work" law in Maine has been denounced by a Baptist clergyman who charged its sponsors with "irresponsibility."

The Rev. Ralph W. Reynolds, pastor of the First Baptist Church in Waterville, Maine, warned that a state ban on union shop agreements "would reverse years of real progress in labor-management relations" and would depress Maine's economy.

Reynolds, rapping the "continuing pressure" for "right-to-work," declared:

"Such a law would result in irresponsible negotiations by employers, who would be able to bargain with workers individually, and hence from a more advantageous position.

"Irresponsibility is the inevitable consequence at a personal level also. The worker who benefits from the advantages gained by union participation in the bargaining process without contributing to the support of the union is without question immoral and irresponsible.

"No union can become an effective bargaining agent if it does not represent the total work force of laboring men. Progressive employers know that without adequate channels of communication through responsible unions greater chaos and unrest will result. No right-thinking citizen can condone the disruption of our national welfare by such means during these days when our economic health is of such consequence to the whole world."

YOUR WASHINGTON Reporter

By ALBERT H. JENKINS

WILL THE STEEL INDUSTRY'S long-established price fixing system at last be broken up and countless millions of dollars be saved by the government and other steel purchasers? That question has been raised by a grand jury indictment and other sensational developments. Back of the question is this history:

More than 40 years ago, one of the anti-trust agencies, the Federal Trade Commission, began investigating the "Pittsburgh Plus" system, under which all steel companies named the same price for steel delivered to the buyer's door. In 1924, the FTC ordered the companies to stop that system and start competing on prices.

Instead, the companies adopted a "multiple basing point" system which fixed "identical" prices by a somewhat different method, but just as effectively. The FTC ordered that stopped. The companies appealed to the courts and Congress and, to make a long story short, the steel formula for price fixing has continued and has been adopted in several other major industries.

This has cost Uncle Sam and the taxpayers vast additional sums for public works, as well as war and defense programs. Also it is costly to private purchasers and users of steel products. It seemed that the big steel corporations were exempt from the laws against price fixing, and the subject was wrapped in silence.

The lid blew off with a bang recently when the steel companies, one after the other, again announced identical price boosts. This time, however, two unprecedented things happened:

First, one large steel company and several smaller ones refused to go along with the boost. Second, President Kennedy cracked down on the other companies, launched a steel price probe, and they rescinded the raise amid a shower of newspaper headlines.

Despite all that, the basic steel price-fixing system was still intact. But meanwhile something had been going on quietly behind the scenes. It was a grand jury investigation launched by Attorney General Robert Kennedy in a Federal court at New York a year ago.

Now that jury has indicted the industry's two top giants—U. S. Steel and Bethlehem—and two other large companies and five of their top officials, on charges that ever since 1948 they have been conspiring to fix prices and rig bids on steel forgings sold to the Army, Navy and private purchasers.

Problem Is Not New

The case has many similarities to the one in which General Electric, Westinghouse and 27 other electrical equipment manufacturers, and some of their high officials, were fined and handed prison sentences more than a year ago. The possible penalties in the steel forgings case are a $50,000 fine for each indicted company, and a $50,000 fine and one-year prison term for each of the five indicted officials, if they are convicted.

A Wall Street Journal report said "it is expected that the Justice Department will follow up the steel forgings indictment with two types of additional suits: One seeking money damages for the Army and Navy on asserted overpayments stemming from the alleged conspiracy, and another seeking an injunction barring future price fixing on forgings and perhaps on all other steel products."

It looks like something is being done at last about price fixing in this major industry, but the steel giants are resourceful. They have been through many anti-trust battles in the past and came out unscathed.

Congress finds it much easier to put new loopholes in the tax laws than to plug old ones. That again is being illustrated by the struggle over a bill proposing just a few tax revisions.

The bill was proposed by the Kennedy Administration last year but got nowhere. The Administration urged it again this year, the House Ways and Means Committee held long hearings on it, made some changes pushed by powerful lobbies, and then it was passed by the House.

The AFL-CIO approved the provisions which would partially plug such tax loopholes as those for business men's entertainment expenditures and foreign profits of U. S. corporations, but expressed strong disapproval of several other items.

One of them was put into the measure without any hearings on it and behind closed doors, and is opposed by the Administration as well as by the AFL-CIO. This section would give business men and corporations, income tax deductions for money they spend on lobbying in Congress and state legislatures.

Various critics have called this section such names as "the Lobbying Aid Act" and "the bill to authorize the purchase of state legislatures." Senator William Proxmire (Dem., Wis.) said it "would give a thoroughly unjustified tax advantage to special business interests."

One Congressman said, "I'll be swamped if this passes. Every business man in my district who comes to Washington on a vacation will demand to see me so he can write off the costs of his trip as lobbying expense."

The Washington Post said that, if the Senate adopts the section as passed by the House, it would have results such as these:

"A corporation could deduct some of its dues to a trade organization that lobbied against a tax bill, but a member of the League of Women voters could not deduct dues to her organization for favoring the same bill.

"A race track could deduct from its taxes many of its expenses in lobbying before a state legislature, but a church minister could not deduct his expenses for opposing the same legislation on moral grounds."

The American Medical Association and its state and local branches have in the past opposed the

Social Security system. They got Congress to exclude doctors from its coverage. Some propagandists call that system "socialism," although Social Security benefits are paid for, not by the government, but from a fund built up by taxes on workers and employers.

However, the AMA is inconsistent. It sees no "socialism" in a plan by which, in effect, the government will help pay pensions for doctors and other professional men. The medical and lawyers' lobbies have obtained legal sanction of this plan in 20 states and are pushing it in the legislatures of the other states. Back of it is this situation:

In the past, the medical and bar associations have insisted that the "ethics" of their professions would be endangered if corporations were permitted to practice medicine or law. They saw to it that such practice was forbidden by state laws.

Recently there has been a change. Forgetting about "ethics," medical and law organizations have urged state legislatures to end the ban and pass bills permitting doctors and other professional persons to incorporate themselves and become "employes" of their own corporations.

Why this sudden shift? The reason is that, as "employes" of corporations consisting of themselves, professional men can get tax benefits hitherto denied to them.

They can deduct, from the income on which they pay taxes, money they put into their personal retirement funds. The resulting revenue loss to the U. S. Treasury means that the government, in effect, is helping to pay the pensions of doctors and other professional men.

The AMA sees no "socialism" in that, but does in the Social Security pension system—particularly in the proposal to include medical aid to the aged as part of Social Security, though that would not cost the government one cent.

Economic Recovery Cited In Annual Report

SECRETARY OF LABOR Arthur J. Goldberg, in his annual report to the Congress, cited the economy's vigorous recovery from the 1959-60 recession as an indication that "our economy is once more showing its traditional capacity for growth."

The annual report summarizes the Department's experience during the fiscal year ending June 30, 1961, and contains a brief progress statement extending through the entire calendar year 1961.

Programs and activities of the Department's bureaus and divisions are outlined in the report.

Among the major new programs of the Department, the report includes the establishment of the Office of Automation and Manpower and of the President's Committee on Equal Employment.

Policies for building a sound industrial peace, new legislation, and special achievements in the Department's programs are also cited.

The report may be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C. Copies are one dollar.

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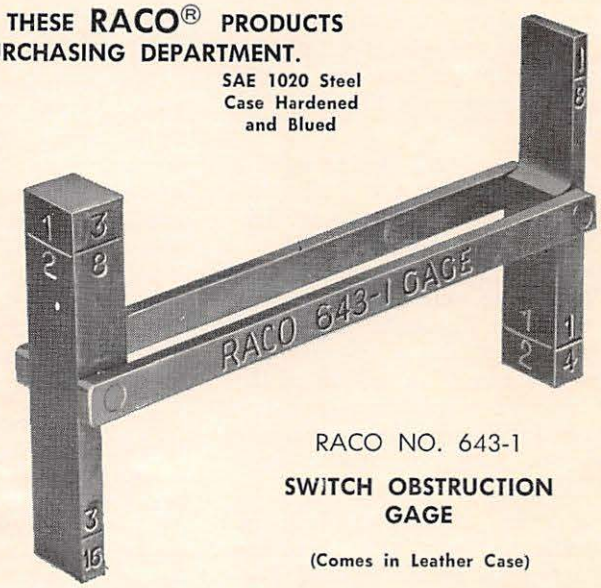
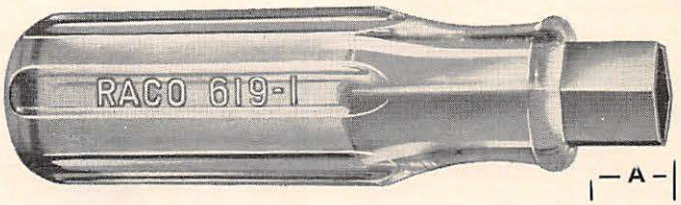


RACO NO. 643-1

SWITCH OBSTRUCTION GAGE

(Comes in Leather Case)

619-2 RACO INSULATED SOCKET WRENCH



619-1 RACO INSULATED SOCKET WRENCH (A= ¾)

619-3 RACO INSULATED SOCKET WRENCH (A=2¾)

YOU MAY SPECIFY 619-3 WITH INSULATING SLEEEVE OVER THE "A" SECTION.

®

RACO PRODUCTS ENGINEERED FOR LONG LIFE

RAILROAD ACCESSORIES CORP.

Main Office and Plant

5 TENAKILL PARK

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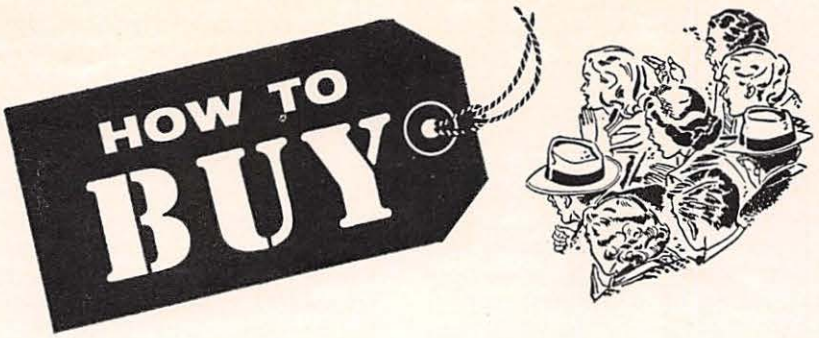


By SIDNEY MARGOLIUS, for the Signalman's Journal

OF ALL THE HORRORS perpetrated on financially hag-ridden working people, the official-looking documents sent out by bill collectors are perhaps the most terrifying.

Recently a hotel busboy got a punch-card form from an outfit calling itself "Current Employment Records" with a return address in Washington, D. C. This looked for all the world like some sort of income tax notice. It demanded the name and address of the man's new employer and quoted a section of the state unemployment insurance law about making false statements under penalty of $500 fine and a year's imprisonment.

The young worker was sure the tax collectors were after him for no reason he could understand. Fortunately he took the notice to the shop chairman, who read the notice with care and observed a paragraph at the end in small print. This said: "The purpose of this card is to obtain information regarding a delinquent debtor, and to further advise that this is not connected in any way with any state or the United States Government.

An official of this worker's union points out that the document had very cleverly put together the seeming authority of Federal and State Governments to browbeat the humble or unknowing. The threatening quotation from the state law of course was wholly irrelevant and merely provided an excuse to mention the state and a legal threat of fine or imprisonment.

This is by no means an isolated incident. The Federal Trade Commission has been chasing down bill-collecting outfits all over the country which use legal-looking or official-sounding documents.

But the practice persists. Often it takes the form of a pretense at garnishment. This is especially effective in frightening workers, who in at least some cases had been misled by sales misrepresentations or excessive charges into unfair and dubious debts, frequently by installment sellers.

For example, the FTC cited a firm — The Carl Co., of Lisbon, Ohio—which supplied deceptive collection forms to collection agencies and creditors. Both in language and appearance these forms gave the impression they were legal documents. They carried such headings as "Final Notice Before Statutory Garnishment" and "Final Notice Before Suit," and even displayed an official-looking seal.

In a case similar to that of the busboy's, the commission found that a large chain of apparel stores which operates throughout the East and Midwest, mailed an IBM-type punch-card to the last known addresses of delinquent debtors. This chain is the Lewis Apparel Stores.

According to the complaint, Lewis sent out cards with the heading "Eastern Office, Regional Statistical Bureau, Washington, D. C." Recipients were instructed to supply current addresses, names and employers and other information. An agent of the company in Washington then sent the cards back to the home office.

"Get going! Can't you realize that Union means YOUnion?"

In another case the FTC clamped down on the so-called "United States Association of Credit Bureaus," of Oak Forest, Ill., for the use of the name "United States" together with an official-looking insignia.

Other deceptive names often used on phony questionnaires addressed to debtors include "Bureau of Verification," "Bureau of Personnel," "Claims Office" and "Employment Reclassification."

The St. Louis Better Business Bureau reports the case of the collection firm calling itself the "National Deposit System." It sent out cards telling recipients that there was a "sum of money on deposit for you, not in excess of $100." People who answered sure enough did get checks —for ten cents.

At the urging of New York unions and the Metropolitan Consumer Council, a bill has been introduced in that state which can serve as a model for other state legislatures in eliminating the firing threat connected with debts. Workers fear their employers will fire them if garnishment is threatened, even when they have a legal defense against a debt. This gives high-pressure bill collectors a strong weapon to coerce payment.

But the Spiegel bill now being considered by a New York state legislative committee, would make it unlawful for an employer to discharge an employe against whom a garnishee execution is filed solely because of such filing.

Such state laws, while eliminating one major injustice, still won't solve the problem of other types of deceptively official-looking forms sent to debtors. If anyone in your shop does get such a notice, read it carefully to find out what it really means.

New Western Union Rates For Messages to Congress

WESTERN UNION NOW offers a special low flat rate for telegrams sent to Washington, D.C., in which the sender expresses his personal opinion on public issues provided the telegram is sent to one of the following:

The President.
The Vice President.
A United States Senator.
A United States Representative.

What do they cost?

A flat 75 cents, plus tax.

Are these genuine telegrams or do they employ "form texts?"

Genuine telegrams in every respect. Your exact language is telegraphed to Washington and delivered as a regular telegram. Messages are normally delivered the same day as received but because of the reduced rate the right is reserved for delivery the following day.

How Many Words Are Allowed?

No more than 15 in the text—if you want to get the benefit of the flat rate. (Messages longer than 15 words may be sent at regular telegraph rates).

What Are The Special Requirements for a Telegram to be Given This Low Rate?

The text must be an expression of personal opinion on an issue of general, national or regional interest. The sender must sign his name to the message and include his address. (The address is essential so the addressee can recognize the sender as one of his constituents. It also is useful in those instances in which the addressee elects to reply to the message.) Signatures are limited to one family name or to one individual's name followed by an organization's name. Here are examples.

John Doe
1020 Main St.

Mr. and Mrs. John Doe
1020 Main Street

John Doe Family

John Q. Smith, President
1020 Main St.

Highway Improvement Association, 212 State St.

How May Such Telegrams Be Sent?

From any Western Union Office or agency anywhere in the continental United States. Additionally, the sender can telephone his message to Western Union or send it to them over a direct connection to the telegraph office if one is available to him.

How can senders pay the charges on such messages?

In cash or by charging the message to his telephone or to his regular Western Union account.

Where can a person obtain the names of his Senators and Representatives?

From any Western Union office or agency anywhere in the continental United States. They all keep a list.

If a personal opinion wire of yours does not meet the requirements for the flat rate—you may still send it by Western Union telegram at regular rates.

Live A Little Longer

Tragic Lack of Medical Care

By Dr. William A. Sawyer
IAM Medical Consultant

(This column is copyrighted by THE MACHINIST and is reprinted through the courtesy of the International Association of Machinists. Dr. Sawyer cannot answer individual correspondence.)

I AM REPEATEDLY DISTURBED over the many tragic instances of inadequate medical care amongst industrial workers and their families, especially in the retirement and near-retirement years. And from my observations I know that the reason so many older workers do not receive the timely medical care they need is too often because they do not have the money to pay for it. The barrier of rising medical care costs confronting workers is of such proportions as to frighten them. As a result, they postpone going to the doctor far too long. The letters I receive bear this out. So often their meager substance is gone before there has been time to secure a final diagnosis and complete treatment.

We have no statistics, unfortunately-and the medical profession has little knowledge-of the people who never consult them. We are convinced that there are too many of them. Too often we learn of these people only when it is to late—when early symptoms have progressed to the critical or incurable stage. Doctors do not see these people until it is too late, because their means are too little—and their pride is too great.

In 1957, nearly 8 out of 10 non-institutionalized aged persons (over 11 million) had one or more chronic ailments, mostly heart trouble, arthritis, diabetes and kidney disease. In the general population, only four out of 10 are so afflicted.

Of the 10 million cases of heart disease, 40 percent (4 million) are 65 or older. The aged make up less than 9 percent of the total population but 40 percent of all cases with heart trouble. More than one-quarter of all the aged have such conditions.

More than half of the aged with chronic diseases are limited in their activity.

Only three percent of our total population are unable to get about easily, but 19 percent of the aged (6 times greater than the general population) find it difficult to get around. This refers to the non-institutionalized aged only.

The aged suffer mostly from long-term chronic conditions, not from short-term acute ones, a point frequently neglected in most health insurance programs today. As a result they stay in hospitals two to three times longer than the younger age group.

Ironically, many of the aged have handicaps which could have been prevented if the disease or injury had been treated early. In some instances, rehabilitation is possible with these handicaps, and they can become self-sustaining and sometimes employable.

Early and continuing medical care can reduce to some extent the need and expense of long hospital and nursing home stays, costly operations and high priced drugs, caused by the above conditions.

To provide for such diseases as are listed above, we need an insurance system by which people can pay during their working years for the medical care they may need later.

The incentive feature in the Social Security System inducing workers to pay periodically out of their pay check, in company with their employers, seems to be a logical answer. The King-Anderson Bill includes such a possibility.

New Benefit Year for Unemployment and Sickness Benefits Begins July 1

A NEW BENEFIT YEAR for unemployment and sickness benefits under the Railroad Unemployment Insurance Act will begin July 1. The following questions and answers explain the conditions under which a railroad worker is qualified for these benefits. They also explain what steps an employe must take to claim benefits.

1. *How can I tell if I am qualified for unemployment and sickness benefits?*

If your creditable railroad earnings in 1961 were at least $500, you are qualified for unemployment and sickness benefits in the benefit year which begins July 1, 1962.

2. *My railroad earnings in 1961 were only $300. Does this mean I won't be qualified for benefits after June 30, 1962?*

Not necessarily. If you have at least 10 years of creditable service and received some unemployment benefits in the 1961-62 benefit year, that benefit year might be extended for you. Also, if you have 10 or more years of service and have already earned $500 in 1962, you might be able to begin the 1963-64 benefit year early.

3. *I am qualified for benefits in the 1962-63 benefit year. Do I have to meet any other requirements in order to receive unemployment benefits?*

Yes. You must (a) be out of work. (b) receive no remuneration for the days you claim benefits, (c) be able to work and available for work, and (d) register for benefits with an unemployment claims agent.

4. *What is considered "remuneration"?*

Remuneration means any earned income, such as wages, salary, pay for time lost, vacation pay, commissions, or money earned from self-employment.

5. *What do you mean by "available for work"?*

An employe is available for work if he is willing to work and ready for work. Also, if you do not have good prospects of returning to work soon, you must be looking for work.

6. *Where can I apply for unemployment benefits?*

You can file an application for unemployment benefits with an unemployment claims agent. Your foreman or supervisor on your railroad job may be such an agent; if not, he can refer you to one. Generally, such claims agents are railroad employes who have been appointed by their employers to take applications and claims for unemployment benefits.

7. *When should I apply for unemployment benefits?*

You should go to an unemployment claims agent and file an application with him within 7 days after you are laid off. If you wait more than a week, you may lose some benefits.

Bring your latest *Certificate of Service Months and Compensation* (Form BA-6) with you when you apply for benefits. This form contains information on your railroad service and earnings and can help establish your eligibility and daily benefit rate and may speed your first payment. If you do not have the form, you should apply for your benefits without it. In this case, the information about your wages will be obtained from the Railroad Retirement Board's records.

8. *How often must I register for unemployment benefits?*

When you apply for benefits, the claims agent will show you how to register on a claim form for the days you are unemployed and you will be told when to return to complete the registration. You will be required to register at least once each week, usually on the 7th and 14th days of the registration period. (A registration period is 2 weeks or 14 days.) A separate claim form is required for each registration period, since this is the form on which you state specifically which days you were unemployed.

9. *Will the Railroad Retirement Board help me to find another job?*

Yes. The Board operates a free placement service for unemployed railroad workers. First consideration will be given to placing you in a job in the railroad industry. If this is not possible, an effort will be made to place you wherever a suitable job exists. Unemployment claimants apply for this placement service at the time they apply for benefits. However, the Board's placement service does not relieve you of your own responsibility to find work.

10. *If I have a second spell of unemployment in a benefit year, do I take the same steps to claim benefits?*

You must file claim forms and register for benefits in each spell of unemployment. However, an application for unemployment benefits is required only once in a benefit year—when you first claim benefits. A benefit year begins each July 1.

11. *If I am a qualified employe, what requirements must I meet in order to receive sickness benefits?*

You must (1) be unable to work because of a physical or mental illness or injury, (2) receive no remuneration for the days you claim benefits, and (3) file a statement of sickness.

12. *Where do I apply for sickness benefits?*

Applications for sickness benefits are mailed directly to a regional office of the Railroad Retirement Board. You can obtain a pre-addressed form from your railroad employer, railroad labor organization, or from any Board office. If you are too sick to get the form yourself, have someone else get it for you. It is a good idea to keep an application form on hand to use in case you become sick. You must file an application at the beginning of each spell of sickness for which you claim benefits.

13. *When should I mail my application for sickness benefits?*

You should fill out and mail your application to the Board **no later than the 7th day after the day you became sick or injured, otherwise you may lose some benefits.** Someone else may act for you if you are too sick to fill out the application form. If you have your latest Form BA-6, you should mail it with your first application for benefits in the benefit year.

Attached to each application for sickness benefits is a statement of sickness which must be completed by your doctor or some other authorized person designated by the Railroad Retirement Board. Tell your doctor about the importance of mailing the form within the time limit.

14. *How do I register for sickness benefits?*

After your application and the statement of sickness have been received in a Board office, a claim form covering the first 14 days will be mailed to you. On this form, you should indicate what days you wish to claim and whether there are any days in the period on which you worked. Mail the form back to the Board office promptly, as failure to do so may cause loss of benefits.

Additional claim forms will be sent to you to cover later periods if your illness lasts more than 14 days. Also, you may be asked to have your doctor furnish more information about your illness and how long you are expected to be sick.

John W. Porter Elected To Board of Directors of GRS Company

JOHN W. PORTER, EXECUTIVE vice-president of General Railway Signal Company, was elected to the Board of Directors at their recent meeting, Nathan R. Owen, GRS Chairman announced.

Porter

Mr. Porter joined GRS in 1951 as export manager and was successively director of foreign sales, vice-president, and executive vice-president. Following World War II, and before joining GRS, he was associated with the New Zealand Government Railways as signal engineer and as coordination assistant to the general manager.

From 1939 to 1945, Mr. Porter served as a major in the British Army, with Staff Command Headquarters, and War Office appointments. Prior to military service, he was with Siemens & General Electric Railway Signal Co., London North Eastern Railways, and the London Passenger Transport Board.

Presently Chairman of the committee on Foreign Trade of the Railway Progress Institute, Mr. Porter is a member of the Association of American Railroads, and the Pan American Society.

Medical Education Aid Called for by AFL-CIO

THE NATION'S PRESSING shortage of doctors and other health personnel is likely to get worse unless Congress enacts a program of federal aid for medical education, an AFL-CIO official recently told the House Commerce Committee.

Andrew J. Biemiller, the federation's legislative director, recalled in testimony supporting the Hill-Harris bill that the AFL-CIO convention had described the training of more doctors as "among the most pressing of America's health needs."

He said the legislation sponsored by Lister Hill (D-Ala.) and Rep. Oren Harris (D-Ark.) incorporates what the AFL-CIO regards as the federal government's responsibility "to provide grants to medical and dental schools to assist these schools in financing of planning, construction, expansion, restoration, and cost of education, and for scholarships to qualified medical and dental students in need of financial assistance."

Biemiller said there has been "a striking expansion" in the demand for medical services in recent years as a result of the rapid growth of health insurance prepayment plans, the shift in population from rural to urban areas, and the rise through greater life expectancy in the number of persons in upper age groups where the greatest need for medical services exists.

Against this increased demand, he testified, the supply of physicians is increasing at a rate that falls short even of maintaining the existing doctor-patient ratio.

"More people, demanding more services per person, pressing upon a worsening shortage of physicians, can only increase the price of medical services, erode the value of health insurance plans and raise a higher cost barrier between the public and the best that modern medical science has to offer," Biemiller asserted.

Turning to the decline during recent years in the number of students applying for admission to medical schools, Biemiller said the reasons were manifold.

"But certainly it is clear that with an average cost of $11,600 for four years of medical training, there is a vast reservoir of talented young people who cannot consider the possibility of entering the medical profession for purely economic reasons," he concluded.

US & S Announces Personnel Changes

UNION SWITCH & SIGNAL Division of Westinghouse Air Brake Company, announces the following appointments.

Henricks

Mr. C. W. Henricks, Vice President—Railway Sales and Manager—Transportation Marketing is appointed Vice President—Railway Sales and Regional Transportation Director.

Davis

Wert

Schroeder

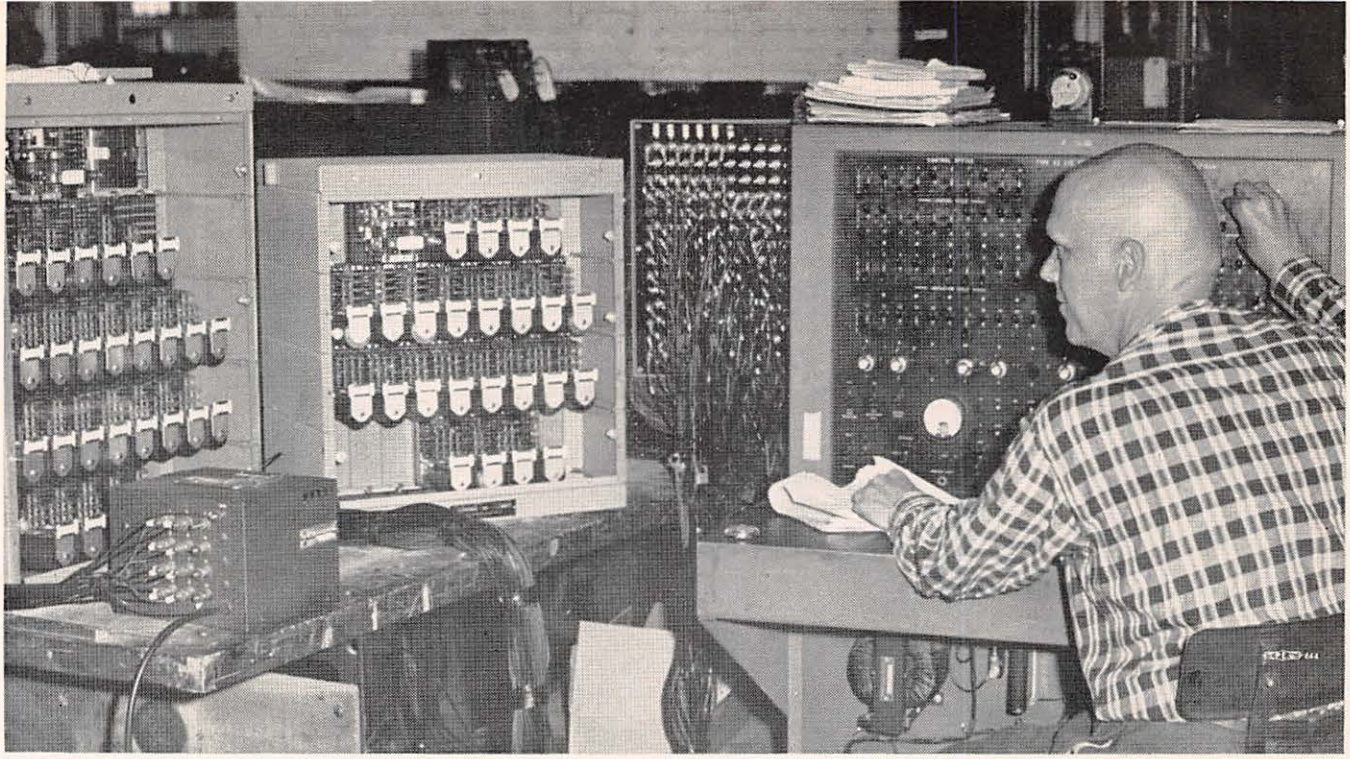
DeStein

Mr. L. J. Davis, Jr., Assistant Manager — Transportation Marketing is appointed Manager—Transportation Marketing and will assume Mr. Henrick's previous marketing responsibilities.

Mr. C. F. Wert, Sales Engineer, New York District Office, is appointed Assistant District Manager, New York District Office and will assume the previous responsibilities of Mr. Davis.

Mr. T. C. Schroeder as Project Manager—Communications. Mr. Schroeder will be responsible for planning and integrating the recent acquisition of the Bendix Radio Division's mobile communications products.

Mr. W. C. DeStein, Market Analyst, is appointed Manager—Market Research and will assume the responsibilities of the Market Research Section previously directed by Mr. Schroeder.



A GRS employe is shown testing CTC control cabinets in the laboratory. M any tests are performed to insure the proper function of equipment.

GRS's Chief Aim Today

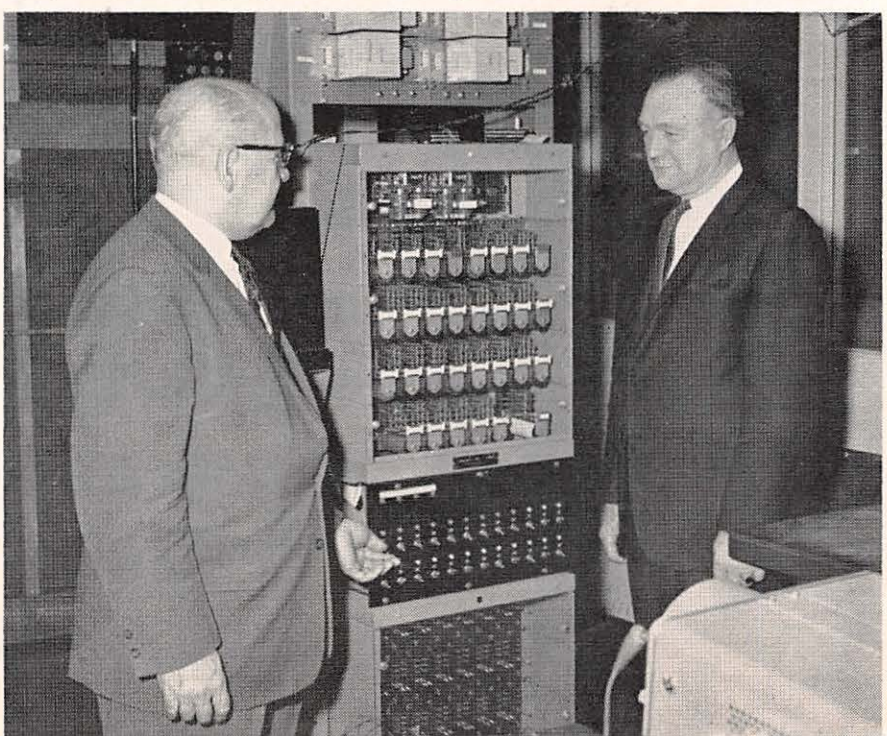
Develop and Produce Signal Equipment to Make Railroads Operate More Efficiently and Safely

ASK ANY OFFICIAL AT GRS what the Company's chief aim is today and they will tell you it is to develop and produce improved electronic signal equipment to make today's trains run more efficiently and safely. General Railway Signal Company, one of the nation's major manufacturers of equipment for the railroad signaling industry, still is primarily engaged in manufacturing rail signal equipment, although it markets electronic apparatus to other industries principally through separate divisions and GRS owned subsidiaries.

The installation and maintenance of the signal systems that keep our country's trains operating efficiently and safely are two of the most important phases of railroad operation. These tasks are performed by signalmen, members of our craft, with utmost precision and care to insure the safe and effient operation of our Nation's railroads for the benefit of the general public.

Signal systems are becoming increasingly complex as great technological advances are made by the companies who manufacture the electrical and electronic equipment and intricate precision devices which make up these systems.

President Jesse Clark, right and Vice President B. H. Steuerwald are shown as they set up test problems for a high speed CTC unit being developed in the GRS research laboratory.



As thousands of signalmen go about their tasks of installing and maintaining the intricate network of signal equipment related to their respective assignments, we wonder if they realize the tremendous amount of research and engineering required before each component part of that particular system could be marketed. The *Journal* recently visited the General Railway Signal Company at Rochester, New York and took a look at the products of today and the ones being developed for tomorrow.

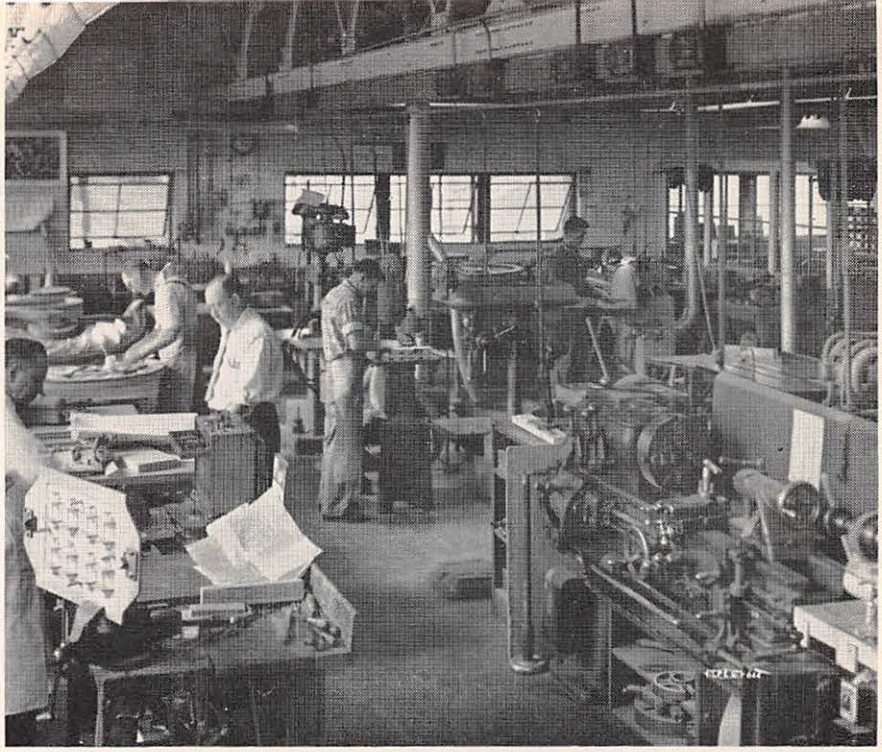
Signaling, as everyone connected with the rail industry knows, is constantly changing and as new principles are being added the art of signaling becomes more and more complicated. GRS is geared to the ever expanding use of the

latest available techniques. For example, in the field of electronic computers, GRS manufactures special purpose analog computers, as part of Class-Matic, the GRS system of freight classification automation.

Because of the ever increasing use of railway signaling as a means of obtaining efficient train operation, there has been an accelerated growth in signaling research and, as a result, GRS has greatly expanded its engineering and research facilities. It has modern and fully equipped chemical, electrical, electronic, metallurgical, mechanical, photometric, physical, and X-ray laboratories manned by qualified engineers and technical personnel.

GRS was incorporated in 1904 and since that time has been recognized in the industry as one of the foremost suppliers of systems and equipment requiring a complex order of electrical and electronic engineering. Safety and reliability of operation have always been prime requisites, GRS claimed, and "closed-circuit, fail-safe principles are rigidly followed in both apparatus designs and circuit applications." GRS has developed and produced signaling systems—electronic as well as relay—which are in use by railroads all over the world.

The GRS home office and plant are located along the New York Central Railroad at Rochester, New York. District offices are located in New York, Chicago, and St. Louis. The plant facilities cover 28 acres and contain one million square feet of floor space.



This photo shows the GRS shop where patterns for castings are made to exacting specifications.

GRS, together with its subsidiaries and affiliated companies, employs, on the average, about two thousand people.

Subsidiaries and Affiliated Companies

Budelman Electronics Corporation is a wholly owned GRS subsidiary specializing in point-to-point multichannel radio. Products include: HF, VHF, and microwave; FM and AM transmitters and receivers; and test equipment.

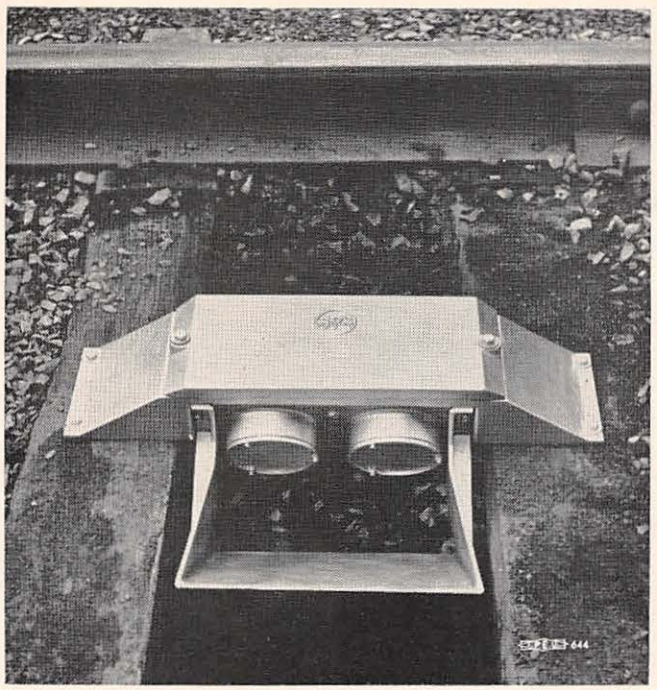
Cardion Electronic, Incorporated's capabilities embrace a wide range of radar techniques: fixed, mobile ground, and portable. Their computer and logic device capabilities include analog and digital computers.

Electrons, Incorporated specializes in the design and manufacture of hot cathode, gas filled tubes. Their engineers pioneered in the development of especially tough cathode coatings which successfully withstand the heavy ion bombardment encountered in the in-industrial applications of such tubes. They also specialize in high-current switching equipment.

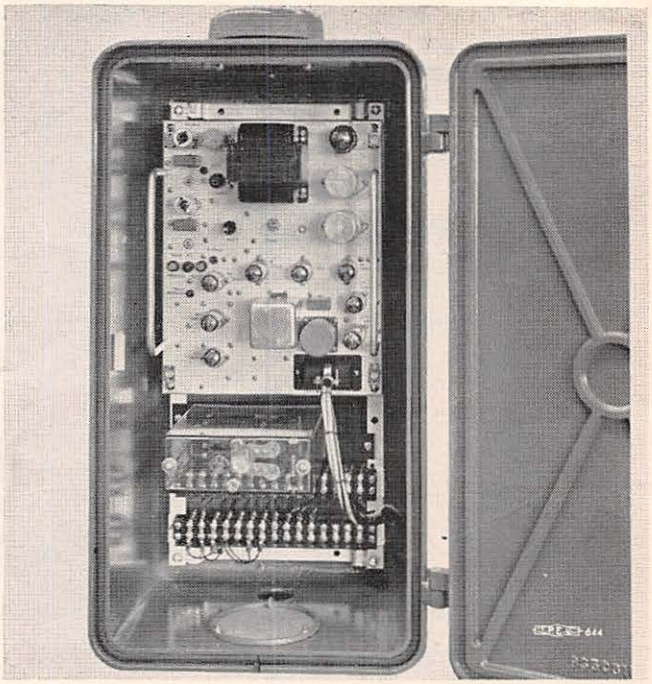
GRS also has subsidiary or affiliated companies in Argentina, Holland, and Spain, and has representatives and licensees in Australia, Brazil, Chile, Columbia, Egypt, England, Italy, Mexico, Tiawan, and Turkey.

The company manufactures a wide range of items ranging from

Left to right, J. Behage, business manager for the Pattern Makers League; Robert W. Welch, the League's shop committeeman; Our Brotherhood's President Jesse Clark and Vice President B. H. Steuerwald, a re shown as they discuss activities at the GRS plant.



This photo shows how the GRS ultrasonic car presence detector is mounted on the ties. The equipment is contained in an iron housing.



The equipment shown here is associated with the presence detector and is plug connected with the track mounted transducer and detector.

a single component to complex control systems. Railway signaling and other GRS systems usually require an extensive, interrelated complex of electrical, electromechanical, and electronic devices. It is usual for each installation to require specialized engineering to fit a general system to a particular pattern of operating conditions. Principal GRS systems are:

- Automatic block signaling
- Automatic train operation
- Automatic train control
- Automatic dispatching
- Automatic car classification
- Centralized traffic control
- Interlocking and remote control
- Monorail signal systems
- Traffic Master—modular control centers

Each system contains thousands of parts that are standard products of GRS and in many instances will contain completely new items designed and engineered for that particular application in the company's research laboratories. Such a development is a new device known as "The Ultrasonic Presence Detector" to be used to detect the presence of rolling stock without dependence on track circuit shunting or actual mechanical contact with car or car wheels. This new device operates by the reflection of ultrasonic energy from the car.

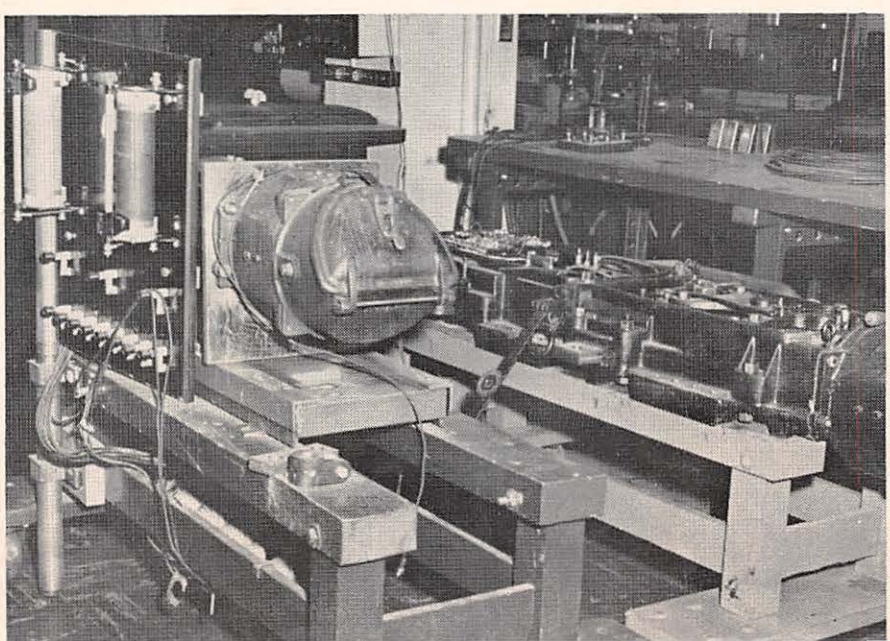
GRS explained that "the detector utilizes two elements; a track mounted sensing unit and an electronic transceiver. The transceiver generates the ultrasonic energy, which is beamed by the sensing unit into the zone where car detection is desired. The trackside transceiver, which is cable connected to a junction box attached to the sensing unit, contains a transmitter which beams energy off a plate which is part of the detector housing. The plate reflects the ultrasonic energy upward to the underside of the car. It is then reflected back into the receiver. An electric heater is available which may be energized as required to keep the reflecting plate surface free of snow.

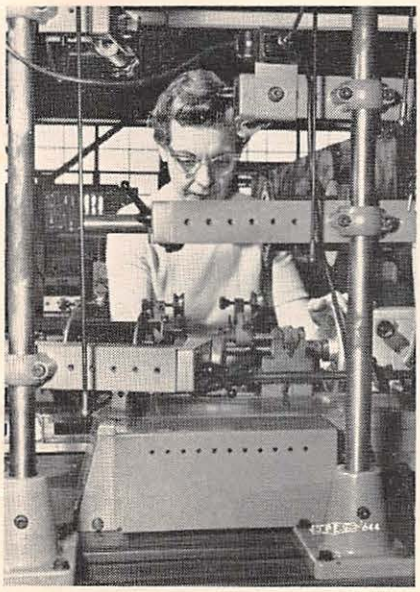
"Several of these detectors have now been in test service for many months in a large automatic car classification yard. In this use of the detector, a remarkably successful solution has been found to the problem of distinguishing between long and short cars in the operation of switch detector track circuits.

"It is, of course, desirable to keep such circuits as short as possible to permit maximum humping rate. However, long cars—and they are becoming increasingly common—may span a short track circuit and thus result in loss of switch protection.

"The new ultrasonic detector is operated in parallel with the existing track circuit in such a way that the length of the detection zone is, in effect, adjusted in proportion

The motor Dynamometer testing equipment, shown above, in the GRS physical laboratory is used to perform exhaustive tests. Many such tests are performed on equipment developed here.





The automatic coil winding machine shown above is being set up by Doris Henry of GRS.

Marion Knipper explained the process of winding relay coils to President Jesse Clark.

Doris Weaver observes an electronic counter as she operates a torroidal coil winder.

to the length of the car. As a result, extra long cars are handled automatically, the same as normal length cars.

"In this application, a switch detector track circuit of ordinary length is used. The ultrasonic detector is located within the circuit, approximately at the switch points. Thus, although an extra-long car may span the track circuit, it is still being detected by the ultrasonic device, and the switch remains protected against movement until the trailing trucks of the car are off the track circuit.

"Operations of the track relay and the ultrasonic detector's relay, may readily be interlocked to achieve fail-safe operation.

"Other applications are being investigated, as there may well be situations where such a detector may be used alone, without a track circuit, to achieve positive detection of the presence of rolling stock in a given track area.

"The new presence detector can be supplied either as a self-contained transceiver, which will operate one detection point, or as centralized equipment containing a power supply, common transmitter, and individual receivers for from one to ten detection points.

"Operation is from 110 volts, 60 cycles."

Although building railroad signal systems is the company's main function its research and development has led to the marketing of control systems to other industries. For instance: Airtrac (R), a system for air traffic coordination which provides a display of current airspace assignments; Chekar (R), for automatically counting vehicles into and out of parking areas and maintains an up-to-the-minute record of spaces available; The GRS Master Dispatch System is used to coordinate the activities of fire companies over a wide area, providing most effective cooperation among metropolitan and suburban fire departments; GRS equipment collects and records highway traffic data on high-density expressways. This equipment is fed by Ultra-Sonic Detectors and counts traffic, records speeds, and notes relative percentages of trucks and passenger cars; Range lanterns manufactured by GRS are on duty from the Atlantic to the Pacific to mark channels and harbor entrances and to control canal traffic; GRS Digital Weather consoles display current weather data transmitted from a central office for continuously corrected weather data essential to air traffic safety.

A Trip Through The Plant

A trip through GRS's plant is one that will long be remembered by anyone interested in signals. Just such a trip begins at the office where the visitor is given a pair of safety glasses and cautioned to wear them at all times while in the plant. He is then shown through the foundry division.

Three foundries are under one roof in the 80,000 square feet allotted for these facilities. They are: The steel foundry, where electric furnace steel of one specification may be prepared in 1½ and 3-ton melts; The Gray Iron Foundry has the same capacity as the steel foundry; The Nonferrous foundry also has complete facilities for handling any standard alloy.

Here in the foundry, molds are prepared from sand shaped to patterns of desired castings. Molten metal from the giant furnaces is poured into the mold. After a period of cooling the complete mold is dropped onto the shakeout, a large vibrating table, where the foundry sand is shaken away from the casting. The casting is then ready for cleaning, machining, drilling, milling and painting. Next you visit the pattern shop where "patterns" are prepared to exacting specifications. Here blueprint specifications become an exact three dimensional pattern for the finished product. This precision pattern is built from wood, plastic and other easily shaped materials.

As you proceed through the plant you see the machinists as they machine the castings and use multiple gang drills in preparing the rough castings as finished products. In another area of the plant relays are assembled by skilled technicians and in a special room, where the atmosphere is controlled and smoking is prohibited, the relays are adjusted and tested to conform to exacting specifications.

In still another area the visitor sees transformers, motor armatures, field coils, inductors, toroidals and relay coils being wound with precise accuracy. Coils may have many thousands of turns of fine wire, and the exact

turn count is of high importance.

GRS winds all coils used in its manufactured products, in their own winding department, also known as "transformer." The machines used for many of today's coils are complicated and ingenious. In the case of fine wire and high speed winding, electronic counters are employed such as on the toroidal winder.

A visit to the research and development department will be particularly remembered by the visitor. Here, he can observe as engineers and technicians assemble, test, revise—or even discard as impractical—complex electronic and electrical innovations and new developments in the field of signaling.

In the research laboratory a visitor will see a vast array of testing devices including a locomotive grade computer. With this device, actual operational and railroad conditions can be simulated to test new or redesigned equipment. GRS said that the results of actual tests performed in the field under all types of operating conditions were the basis for the data fed into this computer.

Several systems were under test in the laboratory at the time of the *Journal's* visit. To mention a few: Innovations to and development of ROLKODE, a high speed CTC system; the remote control of a typical interlocking using solid-state memory units instead of relays; several vehicular traffic control systems were also under test.

A new system of encapsulating motor field coils and armatures in an epoxy resin was recently developed by GRS and they advised that test equipment now in service has proven this dielectric to be far superior to other materials now being used. They added that plans are being made for a more extensive use of this material for motors and other devices.

The visitor will also see the display room where many of the company's products are set up to operate under actual field conditions. Here, exhibits are set up to visually demonstrate the principles of railroad signaling and are progressively displayed from the actual application of a simple track circuit to the complexities of remote control and CTC systems.

Other individual displays are shown to demonstrate the application of such items as electric locks, wheel thermo scanners, switch machines, switch circuit controllers, and searchlight signals.

This view shows the Alweg Century 21 Monorail in downtown Seattle. The T-shaped column holds two concrete monorails which carry the train. The columns occupy only 4 square feet at the base.

A GRS Automatic Speed Control System provides for safe and efficient operation of the ALWEG Monorail in Seattle, Washington, GRS announced. The monorail system has two trains, each with four cars, and each train operates as a shuttle train on its own monorail beamway. The monorail runs from downtown Seattle to the Seattle World Fair grounds, a distance of about one mile.

The speed control system and its components, the manufacturer announced, embody principles that have been proven in service on major railroads, rapid transit lines, and on monorail. Basically the system continually monitors train speed and enforces the operator's compliance with predetermined speed limits. Closed-circuit, fail-safe principles were followed in designing the system.

"The beamways are divided into zones—analogous to track sections—which are of such lengths and sequential arrangements as to provide the desired operation and to allow for suitable braking distances. Maximum train speed is fifty miles per hour. A 30 mph speed restriction will apply to curves, 6 mph in approach to the station areas, and 3.5 mph in the station stopping areas.

"The speed control system is comprised of wayside equipment and train-carried equipment. The wayside equipment generates information which is picked up by the train-carried equipment. As the information is received, the train-carried equipment reacts by visible or audible signal and advises the operator that he should accelerate, or decelerate.

"Briefly, the system is designed to achieve maximum utilization of equipment by safe and efficient means. Therefore, the operator is advised if the train is under the designated speed for a restricted zone by means of a light. An overspeed condition for restricted speed zones is indicated by an audible warning. If an overspeed condition exists in a restricted speed zone, the operator must take appropriate braking action within a predetermined time period after the audible warning, or an automatic brake application will result.

"Wayside information transmitted to a train outbound from Seattle to the fairground is different from that transmitted to a train inbound back to Seattle from the fairgrounds. Therefore sensing equipment is installed at each station which detects the presence of each inbound train. The sensing equipment then automatically causes the wayside circuits to transmit information which will permit an outbound move.

"Thus, when he is ready to depart, the motorman operates the train to less than 30 mph in the accelerating zone. If 30 mph is exceeded prior to entering the next zone ahead, an audible warning sounds and a timing check starts. If a brake suppressing action is not taken within the predetermined time, an automatic application of the brakes will stop the train.

"As the train approaches a curve in advance of any one of the stations, it will leave the maximum speed zone and enter a restricted speed, deceleration zone. An audible indication will sound in the cab, warning the operator to reduce speed below 30 mph. The

system then initiates a check to determine if a service brake application has been properly made, the check continues until 30 mph has been reached. However, should the operator release the brakes above 30 mph in this zone, an automatic brake application results.

"When the train enters the station approach zone, the operator again receives an audible warning advising him to brake to 6 mph. Within the check period after the warning, he must apply the brakes, or the train will get an automatic brake application. He must continue braking action until 6 mph is reached, or again, braking action will stop the train.

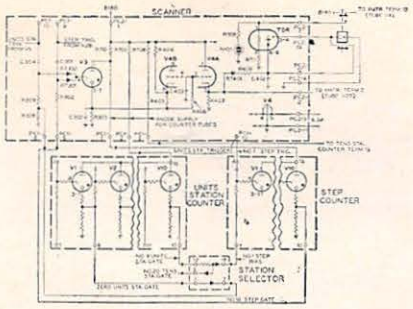
"The operator continues at 6 mph until he enters the station stopping zone. Here again he receives an audible warning to brake to 3.5 mph. If he should continue above 3.5 mph in this zone, an automatic brake application will halt the train.

"Again, after the train stops in the station stop area, sensing equipment automatically sets the wayside circuits for transmitting outbound operational information, and the operator may proceed when he is ready. In this manner, all trains pass through successive zones of control, and are continually being checked for the safest, yet most efficient operation.

"The train carried equipment is so organized that all incoming information is filtered and analyzed to ensure that extraneous signals, which might enter the system, cannot cause improper operation.

"An important item in the speed control system is the axle-driven frequency-responsive generator. This consists of an axle-driven generator, with only one moving part, which develops an a-c voltage with a frequency proportional to the train speed. The output of the generator is sent through a transistor amplifier and associated filter equipment and is compared with the predetermined speed limits for each given zone. Thus the system continually monitors its compliance with the commands being received from the wayside.

"The train-carried equipment is also so interconnected with propulsion and brake controls, that should the equipment fail to receive and interpret the wayside transmitted information, an automatic brake application will stop the train. Following such a stop, the speed control system permits emergency operation of the train at 3.5 mph until normal operation of the system can be restored," GRS concluded.



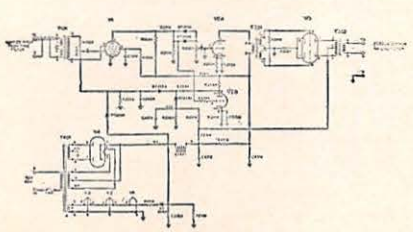
Electronic Scanner Circuit in Signaling

In a speech to the Communication and Signal Section of the Association of American Railroads, Mr. Franklin George said that "GRS looks to electronics as the primary means of solving many of the problems that are confronting us today in railway signaling." He added "Our determination to pursue this course is based upon the experience with electronics that we have had through many years, through the progress we have made in the employment of electronics in many of the signaling systems and in the wide variety of signaling equipment that GRS produces.

"This experience spans a period of nearly 40 years and includes:

- Train control
- Cab signaling
- Radio
- Carrier systems
- Centralized Traffic Control
- Automatic retarder control
- Automatic train operation
- Hotbox detection
- Many more systems and devices.

"Electronics is a fascinating word," George emphasized. "Fascinating even to us who deal with its phenomena in our daily work. Electronics implies the ability to do many things that intrigue every man, woman, and child—to fly to the moon, to provide dead-reckoning navigation to submarines locked deep under the polar ice, to do in minutes mathematical problems that would take months to do manually, to see things in the dark, and even to cook eggs to our individual liking.



Electronics in Signal Circuits

"But, what is electronics—how do you define it in a few plain words? How have the dictionary definitions of electronics changed over the years? Twenty years ago electronics was defined as 'the study of the properties and behavior of electrons under all conditions—especially with reference to technical and industrial applications.' Ten years ago the dictionary definition became more specific; it read, 'the science that deals with electronic action in vacuums and gases, and with the use of vacuum tubes, photoelectric cells, etc.'

"Since the advent of the more commonly known solid-state electronic devices, transistors for example, the definition of ten years ago no longer quite hits the nail on the head. The 1961 dictionary does a better job; it defines 'electronics' as 'that field of science and engineering which deals with electron devices and their utilization.' This defines precisely what the electronics engineers in the research and engineering departments at the General Railway Signal Company and the GRS electronic subsidiary companies are doing as they apply electronics to railway signaling; they are dealing with electronic devices and their utilization.

"In the early years," George pointed out, "the industrial applications of electronics were made in the field of communications. It is most interesting to note, however, that the very first application of electronics in industry, for purposes other than communication, was by the railroads. Almost 40 years ago, a cab signal system using vacuum tubes went into service on the Pennsylvania.

"Although time does not permit a review in detail of all the experiences that GRS has had in signaling, I should like to recall a few of the major efforts.

"In the 1920's, GRS developed the continuous inductive automatic train control system, employing pliotron type vacuum tubes in its amplifier. There were problems of obtaining tubes rugged enough for the service, problems arising from the effect of free grids, and of self oscillation setting up within the circuits and within the tubes themselves. These problems were surmounted, and the system has since evolved the present-day cab-signal, speed-control systems now employing transistors in their amplifiers.

"In 1940, GRS furnished two-way radio communication on locomotives. This included a fail-safe check system for use in radio voice control of humping operations. In 1943, GRS furnished polar-impulse coded track circuits. A problem arose. Because of extremely unfavorable track conditions, a high level was required. Electronics helped us to solve this problem. The track circuit energy pulses were keyed by vacuum tubes. This enabled us to use a circuit that prevented the coding relay contacts from closing or opening when current was flowing. This marked the first use of Thyratron tubes in railway signaling.

"In 1946, GRS developed and furnished its own carrier equipment to transmit CTC controls and indications. This first carrier for CTC was vacuum-tube operated. Since that time, numerous carrier systems have been developed. The more recent designs employ solid-state devices, transistors, diodes, and the like. To use them in this service, we devised means of protecting them from the high voltage transients resulting from line circuit exposure.

"This reference to transistors brings us up to a plateau worthy of note.

"It was on July 1, 1948, that the Bell Telephone Laboratories announced the invention of the transistor. On July 23, GRS made formal inquiry of the Bell Labs as to the availability of transistors. It wasn't until December that we were able to obtain them, five Type A point contact transistors. These early transistors proved too variable in their characteristics to permit commercial circuit design. Nevertheless, we were working with transistors in our laboratories just seven months after their invention was announced.

"Even as late as 1952, the availability of transistors for industrial use was controlled—ten to a customer was the limit.

"By February of 1953, we had placed the first transistor operated cab signal amplifier in service, on a New Haven locomotive. This was the first time transistors had been used in railway signaling, and it may well have been their first commercialized industrial application.

"Here too there were problems to surmount. Problems caused by high temperatures. Problems caused by locating transistors in close proximity to other circuits—circuits which were carrying high

switching currents. Successful solutions were developed.

"Automatic retarder control was also introduced in 1953. Electronics—at that time vacuum tubes and diodes—made this system possible and practical.

"This use—automatic retarder control—was the first application of radar and of electronic analog computers to railway signaling. Later, the Klystron tube was used in the retarder control system. And our experience was broadened from the 100 cycle circuitry we knew in the 1920's to the ten billion cycle circuitry used in the radar equipment.

"Inductive carrier transmission for the control of cab signals in hump yard locomotives also was furnished in 1953.

"In 1955, GRS furnished its first Syncroscan system for CTC and remote control. The indication portion of Syncroscan comprises a continuously scanning electronic system using vacuum tubes, cold cathode tubes, solid state diodes, rectifiers and the like.

"Here the cold cathode tubes offered an interesting problem. They would sort of go to sleep at times and not fire as they should. No ready answer was available for this erratic behavior. But diligent work on our part disclosed a hitherto unknown factor—that, to ensure reliable operation, such tubes must be exposed to a specific level of visible light to assist in gas ionization.

"The electronic portion of the Syncroscan system is on printed circuit boards.

"In 1958, programmed switching for classification yards was developed and furnished. This system employed ferrite memory cores. We had to develop a reliable means of testing the individual cores to determine that each of them had the proper characteristics. Otherwise we might get a dud spun into a matrix and later find the assembly defective.

"In 1960, our hotbox detector employing a photon-responsive quantum detector was put on the market. This is fully transistor operated, from the radiometer through the logic elements. Here again, our experience was broadened because of the extremely low level signals with which we had to work. Also, the amplifier characteristics required here were especially demanding—they could not be met by conventional amplifier designs.

"The uses of electronics in signaling are practically unlimited. We have scores of applications that are in the design and testing stages right now.

"One of our most important research and development activities today is evaluating new solid-state devices as they become available. In fact, there are places in signaling for all branches of physics, so that our attitudes toward the art of signaling must be an open-minded, a progressive, an inquisitive attitude. For example, who would have thought, as short a time as three years ago, that today, in addition to transistors and cold cathode tubes, we would be employing in signaling:

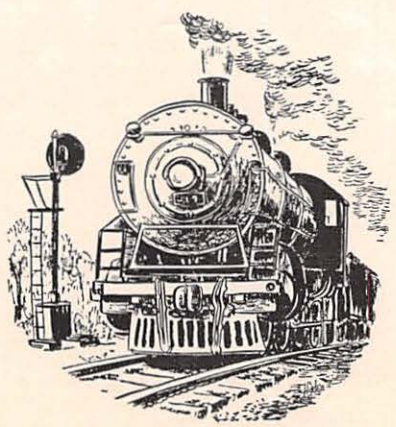
Photons of light energy to activate a lead selenide cell, and then, by solid-state science to convey a remote point information that the third axle on the north side of the 45th car had a hotbox?

Ultrasonic waves, to aid the track circuit?

An application of cryogenic science—the study of extreme cold—to cool a solid-state device to a more stable temperature?

"I believe you can see from the foregoing that the use of electronics in railway signaling has shown steady progress.

"Speaking for my company," Mr. George emphasized, "we see our future—and a bright new future for railway signaling and communications — in this great field of science and progress so conveniently labeled with the magic word 'electronics.'"



SHANTY BANTER

OF COURSE

The secretary kept turning the pages of the dictionary until finally another office worker asked what she was trying to find.

"Bankruptcy," said the first.

"Well, why are you looking way back there?"

"I know how to spell bank," she replied, "and now I'm looking for ruptcy."

CUSTOMER IS ALWAYS RIGHT

Manager's Wife: "Hurry up, please, and give me a quart of red oil."

Service Station Attendant: "A quart of red oil?"

Manager's Wife: "Yes, of course. Can't you see my tail light has gone out?"

TOO WELL PAID

Supervisor: "Better consider my course in efficiency training. I can show you how to earn more money than you are getting."

Trainee: "I do that now."

THE BETTER HALF

STYLE: Women's bathing suits are going back to the one piece . . . we wonder which piece.

A third of the food you eat keeps you alive and the other two-thirds keep the doctors alive.

GOOD TIMING

"I'd like to make an appointment with the dentist."

"Sorry, he's out just now."

"When will he be out again?"

FILL 'ER UP BUD?

"What makes you think your wife is getting tired of you?"

"Every day this week she has wrapped my lunch in a road map!"

SEAT TREAT

In the ladies' lounge of a hotel, where there's a pay turnstile between the lounge and the lavatory, four matrons were searching in their purses for change when one of them said, "No, Myrtle, you took us to lunch. This is my treat."

Many a girl who elopes wishes later that she had just let her imagination run away with her.

KILL THE MOTOR

Mechanic to owner of old, broken-down car: "Let me put it this way—if your car were a horse, it would have to be shot."

When nobody disagrees with you, you're either terribly brilliant or the boss.

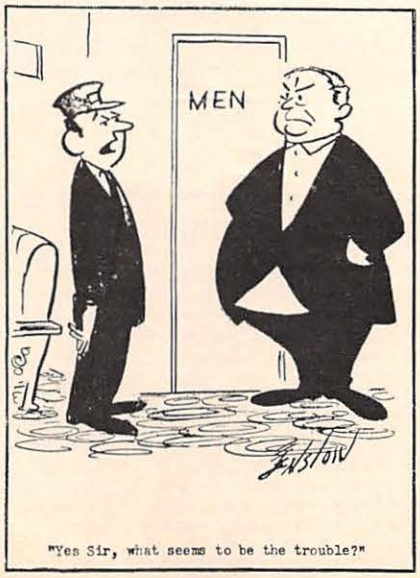
NON-COMMITTAL

"How old are you?" asked the census taker.

"Five years younger than the lady next door."

"Well, what age is that?"

"Ask her first!"



"Yes Sir, what seems to be the trouble?"

INCOME NOT TAXABLE

The young man who answered the classified advertisement, "Opportunity of a lifetime," found himself in the presence of a nervous individual.

"What I am looking for is somebody to do all my worrying," he explained.

"Your job will be to shoulder all my cares."

"That's some job. How much do I get?" asked the applicant.

"You get $20,000 to make every worry of mine your own," replied the overwrought individual.

"Where is the $20,000 coming from?"

"Ah, that's your first worry!"

HIM REAL SQUARE

The tourist was visiting an Indian reservation. "White man very glad to meet red man," he said to the chief. "White man hopes Big Chief feeling good."

"Hi, fellows," shouted the Indian to his equally modern followers, "come and dig this guy. He's out of this world."

The fellow with time to kill usually wants to kill it with the fellow who hasn't.

GREATER SAINT?

The pastor was rejoicing with a little old lady over one of her elderly relatives who had finally joined the church after a lifetime of riotous living.

When she wondered if the oldster's carryings-on would be forgiven, the pastor assured her: "Yes, indeed. The greater the sinner, the greater the saint."

"Oh," she mused wistfully, "I wish I had learned that 40 years ago."

Few things pass more quickly than the second week of a two-week vacation.

FROM X TO $

When John Smith, who couldn't write his name, opened a checking account at the bank, it was agreed that he sign his checks "XX".

Some years later he hit the jackpot in oil wells. Subsequently a check came through signed "XXX." When questioned by the bank, Smith admitted it was his check: "Since the wife joined the country club she has gone high-hat, and insists that I use a middle initial."

Steuerwald Is Appointed Vice President

PRESIDENT JESSE CLARK recently announced the appointment of Ben H. Steuerwald to fill the unexpired term of office of Vice President M. S. Mason. Brother Steuerwald was the Brotherhood's grand lodge representative at Washington, D. C.

The appointment, made by President Clark due to the untimely death of Brother Mason, was confirmed by the unanimous approval of the Executive Council on May 21 and became effective June 1.

It was further agreed by the Council that the office of the Western District Vice President would be transferred from its present location at Los Angeles and relocated at Denver, Colorado.

Brother W. B. O'Connell, member of Local 93 and general chairman of the New York Central System Lines East, was appointed by Clark and confirmed by the Council to fill the position of grand lodge representative at Washington. Details of his appointment will be carried in the July issue of the *Journal*.

B. H. Steuerwald

Brother Steuerwald was born at Ghent, N. Y. on January 10, 1910. He began his career in signaling at that same point during 1928 and advanced through the ranks to the positions of maintainer and leading signalman. He was working as maintainer at Ghent at the time of his appointment to the position of grand lodge representative in 1957.

Since his graduation from high school Ben has worked outside the railroad industry only during brief periods when he was furloughed from the signal department.

He joined Local 131 shortly after going to work for the NYC and has, since that time, been active in Brotherhood affairs. He was general chairman on the NYC System Lines East and had served as chief signalman of Local 131 as well as chariman of the Local's grievance committee.

Support "Medicare" Bill

WHETHER OR NOT THE Anderson-King "medicare bill" passes Congress this year depends upon the number of people who contact their senators and congressmen, Rep. Cecil King (D-Calif.), co-author of the proposed legislation, and Rep. Seymour Halpern (R-N.Y.), who has a companion bill, recently declared on "Washington Reports to the People," AFL-CIO public service program heard on 500 radio stations.

"The secret of the success of most propositions that are controversial in the Senate or the House is that citizens are aroused to the point of writing their own representatives to state their views," Cecil King said.

"Congress is very close to the people," Seymour Halpern asserted. "This is particularly true of the House, and if every member of that body were to hear from his constituents, from the folks back home—who, I believe, overwhelmingly want this program, then the bill has a very good chance. The people who want the legislation can't sit back and take its passage for granted."

Rep. King called the AMA-Blue Shield proposal for health insurance for the aged at three dollars a month "pressure" to combat the Administration's plans for health insurance.

In this case, he continued, the AMA recognizes that the problem of meeting the health care costs for the aged has not yet been solved and that "the public assistance approach is not the answer. They don't say, but they must know also that the Blue Shield plan is not the answer."

Rep. King said that the AMA-Blue Shield plan might supplement the King-Anderson bill, but "certainly is no substitute."

Rep. Halpern called the AMA-Blue Shield plan "far from adequate." "It doesn't cover hospitalization as it should," he said. "The cost would be more (than under the King-Anderson bill) and it doesn't provide what's needed. I think it is merely an attempt to cloud and camouflage the true issue."

The Anderson-King bill would provide through social security "up to 90 days of in-patient hospital service, up to 180 days of skilled nursing home services after transfer from a hospital, out-patient diagnostic services and some health services."

Rep. Halpern's proposal "follows the same philosophy," as he described it, "but it goes a step further to take care of the forgotten four million people who are not covered by social security."

NOTICE

Vice President B. H. Steuerwald has now established his office in Denver, Colorado. His office address and phone number is: Room 605, Interstate Trust Building, 1130 16th & Lawrence Streets, Denver 2, Colorado. Phone: 255-0906.

Grand Lodge Representative W. B. O'Connell will work out of our office at Washington, D.C. His office address and phone number is: 400 First Street, N.W., Room 819, Washington 1, D.C., Phone NAtional 8-5935.

Memorandum

Administration and Enforcement of Existing Safety Laws and Regulations

By President Jesse Clark

The question of handling safety matters with particular reference to proper application of the Rule, Standards, and Instructions of the Interstate Commerce Commission dated October 1, 1950 has been handled by the undersigned in different ways and at various times with representatives of the ICC.

We have on numerous occasions informed the ICC of what we believe to be violations of the Commission's Rules, and unsafe practices otherwise engaged in by several carriers.

To illustrate some of these instances, I had numerous conferences with the Honorable Owen Clarke, former member of the ICC, and informed him of conditions we believe were unsafe and needed correcting. For instance,

During June 1957, I discussed with Mr. Clarke an instance where the ROCK ISLAND RAILROAD **had removed rails from a signal track circuit in the absence of a Signalman or a Signal Maintainer.** MR. CLARKE AGREED THAT THIS APPEARED TO BE A VERY UNSAFE PRACTICE and assured me that the Commission would make an investigation. The matter was called to the attention of the ICC's Bureau of Safety and on June 28, 1957 Mr. Robert C. Garton addressed a communication to our General Chairman R. A. Watkins referring to our complaint and invited Mr. Watkins to meet with him in Wichita, Kansas, on July 11th. By mutual arrangement the meeting was subsequently held between Mr. Garton and Mr. Watkins, and as a result of that meeting Mr. Watkins directed a communication to me on July 17, 1957 in which he said in part:

> "As you instructed, I made it very plain to him [Watkins to Garton] that this was a violation of the ICC rules, which he was a little reluctant to come right out and agree with me but he finally did. This meeting was held on July 10 at Wichita, Kansas, at Mr. Garton's request instead of the 11th."

Mr. Watkins further advised me in this communication that a discussion was had between Signal Supervisor Bartholomew, Signal Inspector Garton and himself on July 11, 1957 over the company phone line. Mr. Bartholomew advised Mr. Garton that some of the Brothers might be listening and therefore he would rather talk on the bell phone. Watkins advised further that he listened to this conversation between Signal Supervisor Bartholomew and Mr. Garton, which lasted some 26 minutes, and he heard Mr. Garton advise Mr. Bartholomew that in his opinion the Rock Island was violating the ICC Rules.

Notwithstanding these developments the Inspector reported to Director Taylor **that the carrier had protected itself by the issuance of train orders and flag protection.** In consideration of this report Commissioner Clarke advised me on July 25, 1957 that in view of the protection afforded by the carrier, there was no violation of the Commisison's requirement in connection with the rail laying operations. I replied to Commissioner Clarke on July 29, 1957 and pointed out that while I regretted the necessity of disagreeing with his conclusions, in my opinion **Rule 136.5 of the R S & I was violated.** IT SPECIFICALLY PROVIDES THAT TRACK RELAYS SHALL BE DEENERGIZED WHEN A RAIL IS REMOVED OR OTHER CONDITIONS EXIST. **Since there was no Signal Department Employe present at the time the rail was removed, no one was certain that the relay was deenergized.**

In a subsequent communication to me dated August 6, 1957, Mr. Clarke further stated that,

> "Apparently there is some misunderstanding in this respect inasmuch as our report of this investigation shows that there was a signal department employe on duty with the steel gang at all times during these rail laying operations."

Despite this report or the comments of Commissioner Clarke, **there was no Signal Department Employe available.** Nevertheless, the Commissioner supported the carrier in its action and concluded that there had been no violation of the Commission's Rules.

COMMENT NOT PRESENTED TO I.C.C.

> If a Signal Department Employe on duty would suffice to provide safety the Rule could and would have said so. Train orders and a flag do not provide the protection required under the wording of the Rule.

About the same time in the year 1957 I discussed with Commissioner Clarke the fact that the ILLINOIS CENTRAL RAILROAD was not making tests and inspections in accordance with the provisions of the R S & I. On August 9, 1957 Commissioner Clarke addressed a communication to the undersigned in which he advised that he had requested Director Taylor of the Bureau of Safety and Service to have an investigation made concerning my complaint. Mr. Clarke advised me in his communication that a report had been received from the Signal Inspector assigned to the investigation and further stated,

> "This report discloses that our inspector made a complete investigation of the matters involved, including a careful check of the records of tests made by S. Louis Division signal maintenance forces in the territory between East St. Louis and Carbondale, Illinois, for the period of January 1, 1955 through June 30, 1957. This check included verification that testmen and maintainers responsible for the tests required by the Commission actually made the tests shown on the records.
>
> "Our inspector reports that the records of tests are complete except for the test of relays as required by Section 136.106 of the Rules, Standards and Instructions. In this connection, he found that only a small percentage of the relays on the St. Louis Division have been tested within the past two years.
>
> A Signal Inspection Report citing the Illinois Central Railroad Company for violation of Section 136.106 has been received from our inspector. This report will be brought to the attention of the railroad's management for immediate corrective action."

THE FACTS ARE . . . **the tests and inspections had not been made** and we are reliably informed that **the Signal Inspector making the investigation and the carrier's Signal Supervisor jointly surveyed the territory and actually made up reports of inspections that were not made, and placed those reports on file at the carrier's headquarters for record purpose.**

I also complained about this action and we were later informed that both the ICC Inspector and the Signal Supervisor were severely criticized. Our complaint was fully justified as Commissioner Clarke advised that the **ILLINOIS CENTRAL had been cited for violation of Section 136.106 of the Rules.**

> There are literally hundreds of instances similar to this—and unless the I.C.C. does more than this wrist-slapping to secure enforcement the Bureau of Safety can be dispensed with.

On numerous occasions I have called the Commission's attention to the fact that **Signal Maintainers are not being called for service during off-duty hours to correct signal failures.** It would serve no useful purpose to burden the records of specific carriers or instances since **this has become a general policy.**

THE RECORDS WILL SHOW THAT . . . **signals have been permitted to remain out of order for periods up to 12 hours and in some instances when signals were displaying false proceed indications.** We hold that THIS IS A DEFINITE VIOLATION OF RULE 136.11 of the R S & I which reads:

> "136.11 Adjustment, repair, or replacement of apparatus. —Any piece of apparatus or any part thereof which fails to perform its intended function shall be promptly adjusted, repaired, or replaced."

Following my complaint to the Commission, I was advised in a communication addressed me by Commissioner Kenneth H. Tuggle on July 2, 1958 in part as follows:

> "On the night of May 6 train No. 75 reported that signal

2184, on the Lampasas District, of the G. C. & S. F. Ry., at Temple, Texas, was displaying a false restrictive aspect. Acting Chief Dispatcher Keith, who was on duty at the time, stated that he did not call Signal Maintainer Backus when he received the report of the signal failure because no train would pass signal 2184 for 24 hours, or until train No. 75 arrived the next day. He, therefore, could see no reason why Mr. Backus should not repair the trouble at signal 2184, during his regular working hours on the following day. Signal Supervisor Lusk said that he was riding train No. 75 when it was delayed at signal 2184 on the evening of May 6. He said that the conductor told him that signal 2184 went red for their train. When Train No. 75 arrived at Killeen, Texas the conductor sent a message regarding the signal failure to the dispatcher and Mr. Lusk sent a similar message to the signal maintainer. Signal 2184 is a normally clear automatic signal and it is the first northbound signal encountered after leaving the depot at Temple. The maximum authorized speed in the area is 10 miles per hour. On his return to his office at Temple, Signal Supervisor Lusk found a Form 882, standard Santa Fe form, from the signal maintainer reporting the trouble at signal 2184 had been cleared. Mr. Lusk stated that he did not know that a protest had been made regarding failure of the railroad company to call the maintainer at the time the failure occurred, and he stated further that he knew of no company instructions that would prohibit the calling of a signal maintainer in such case. He pointed out that it was the practice of dispatchers to call maintainers at any time when signal failures occur. The trouble at signal 2184 was found to be caused by a piece of scrap wire short circuiting two line wires."

In the closing paragraph of Mr. Tuggle's letter he stated:

"I am advised by the Bureau of Safety and Service that in their opinion there was no violation of the Commission's requirements, nor did any unsafe operating conditions exist, because the signal maintainer was not called sooner in connection with the failure of signal 2148 at Temple, Texas, on May 6."

It is not the intent of Labor to quibble over a few hours delay until daylight to avoid the disrupting of the work force, but starting with the practice of a few hours here and a few hours there about which no big issue is made, we can get into the prevailing situation of neglect to call men out even over week-ends and long holidays, let alone 12-14 hour periods and this assuredly leads or breeds unsafe conditions.

In another instance I directed a communication to Commissioner Tuggle under date of May 15, 1958 with respect to the failure of the SOUTHERN PACIFIC RAILROAD to call Signal Maintainers when failures occur at its draw bridge interlockings at North Bend and Reedsport, Oregon.

THE RECORDS SHOW THAT . . . **if the seals had been broken on the locking device protecting the draw bridges, it would permit the draw bridge operator to operate the bridges without having proper signal protection.** Notwithstanding this fact, **instructions were issued NOT TO CALL Maintainers** and the carrier defended its instructions and contended that the Maintainers would be called depending on train movements.

The fifth paragraph of Commissioner Tuggle's reply of July 21, 1958 to our complaint reads:

"Prior to April 1, 1958, a signal maintainer located at Reedsport maintained both of these drawbridge interlockings. In your complaint of May 15, 1958, you make reference to a letter dated April 4, 1958, addressed to

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Head Leverman Berg, at North Bend and Head Leverman Bachmeier, at Reedsport, and signed by Assistant Signal Supervisor Dalen and B.&B. Supervisor Gogl. This letter states, in part, that due to abolishment of the Reedsport Signal Maintainer's District the drawbridge interlockings at North Bend and Reedsport will be maintained by the signal maintainer located at Yoncalla, Oregon. Further it specifies when the seals on the electric locks may be broken by levermen, if the interlockings should become locked up due to failure, and states that when seals are broken Signal Maintainer Hamilton should be notified and infers that he can drive over from Yoncalla on the following day to check the plant and replace the broken seal."

Again we hold that THIS IS A VIOLATION OF THE intent of Rule 136.11 and CREATES A VERY HAZARDOUS CONDITION.

Numerous such instances could be cited and several others have been called to the attention of the Commission. However, one of the most glaring examples that has been reported to the Commission is where the LOUISVILLE & NASHVILLE RAILROAD **failed to call a Maintainer to correct a false proceed signal.** In my communication to the Commission dated August 29, 1958, I stated in part:

"I have just received a communication from our representative on the Louisville & Nashville Railroad, one paragraph of which I am quoting:

'I received a telephone call from Brothers R. G. Green and Earl Davidson, members of Local 178, just before I left for the convention. They told me of an incident where trouble occurred on July 7, 1958, between McDaniel and Moran, Alabama, which should have been immediately investigated by the Signal Maintainer. Instead, it was reported to the Assistant Signal Supervisor, Wainscott, at 3:25 a.m., who didn't think a false indication important enough to call the maintainer, and he let it go until the maintainer came on duty at 7:00 a.m., the following morning.'

In addition to this information the following entry was made on the log book at North Athens Tower, Athens, Alabama:

'3:20 a.m. July 7th, 1958

EXTRA 801 NORTH NO. 76'S CONNECTION REPORTED GREEN SIGNAL BETWEEN McDANIEL AND MORAN. HE WAS LINED UP TO HEAD IN AT MORAN. ENGINEER COLE SAID IT ALMOST TURNED HIM OVER HAVING TO GO INTO EMERGENCY. CALLED WAINSCOTT 3:25 A.M. AND HE SAID NOT TO HEAD ANY ONE IN FROM SOUTH END AT MORAN UNTIL MAINTAINER CHECKS OUT WIRING AT SOUTH END MORAN.'"

No reply was received from the Commission in connection with this complaint and in every instance where replies were received from the Commission, **the carrier's action was sustained** with the one exception of the ILLINOIS CENTRAL RAILROAD case previously referred to.

Again considerable correspondence has been exchanged with respect to the **failure of the** CENTRAL OF GEORGIA RAILWAY **to call a Signal Maintainer when a rail was being removed from the track circuit.** Under date of April 10, 1958 I called to the attention of Commissioner Tuggle an instance where a rail had been broken near Jackson Gap, Alabama, on the Central of Georgia Railroad, and **track forces had changed out the rail without determining that the track relays were deenergized in accordance with Rule 136.51 of the R S & I.**

Following investigation by the Commission, I was advised this was not the general practice of the carrier and in view of that, the Commission would take no further action in connection with the complaint.

It seems to us that orders should be issued by the Commission requiring all carriers to comply with the Rules in all instances, and that we should not be governed by the "general practice."

Flagrant instances of the Staff of the Bureau (The Commissioners of course don't know) upholding violations by the carrier should be stopped. If it requires the existing Bureau Personnel be replaced with men having some railroad signal training, steps should be taken to that end, and soon.

A great deal of correspondence has also been exchanged between representatives of the Commission and this office with respect to the failure of the WICHITA UNION TERMINAL not complying with the Commission's Rules. **Several investigations were made and it was definitely determined that this carrier was not complying with the Rules,** and the only relief we were able to obtain following our complaint was the fact that the Santa Fe Railroad agreed to take over the work and we were advised that the tests and inspections would be properly made in the future. While we hope this is true, we do not believe this is any excuse for the **repeated neglect and violations by the Wichita Union Terminal.**

Incidentally, these conditions were investigated by **Signal Inspector Robert C. Garton** who **admitted to our Local Chairman** on the property that the **carrier's actions were in violation of Section 136.109 of the Rules.**

Under date of October 27, 1958 the Commission issued Public Notice RS&I-Ap-No. 770 involving an application of the PENNSYLVANIA RAILROAD for relief from the requirements of Section 136.566 of the Rules. This Rule reads:

"136.566 Locomotive of each train operating in train-stop, train-control or cab-signal territory, equipped.—The locomotive from which brakes are controlled, of each train operating in automatic train-stop, train-control, or cab-signal territory shall be equipped with apparatus responsive to the roadway equipment installed on all or any part of the route traversed, and such apparatus shall be in operative condition.

Note.—Relief from the requirements of this section will be granted upon an adequate showing by an individual carrier. Relief heretofore granted to any carrier by order of the Commission shall constitute relief to the same extent from the requirements of this part."

Upon investigation of this application we were informed that the carrier had been operating such non-equipped locomotives over a portion of this territory for well over a year. Again it occurs to us that **had the carrier been instructed by the Commission to fully comply with the Rules,** this condition would not have existed for the many months prior to the carrier's application for relief.

Under date of December 3, 1958 I addressed a communication to Commissioner Tuggle with respect to failure of the KANSAS CITY SOUTHERN RAILWAY to comply with the Commission's Rules. This communication was acknowledged on December 19, 1958 advising that our complaint would be investigated. Later, on December 19, 1958, I addressed a further communication to the Commission pointing out that **in spite of tests and inspections not being made** in accordance with the Commission's Rules, that a drastic force reduction had been made by this carrier in which **a number of employes had been furloughed who could have been assigned to this work.** We are fully aware of the fact that the Commission has no jurisdiction over force reductions. However, in our opinion a rigid requirement by the Commission that all Rules must be fully complied with, would no doubt prevent the carriers from ignoring its responsibilities in reducing its forces, permitting the requirements of the Commission to remain unheeded.

My last communication was acknowledged on December 22, 1958 and we do appreciate the Commission's cooperation in investigating the matter. We feel confident that upon proper investigation our complaint will be found to be fully justified, and we trust that some instructions will be issued requiring compliance with the Rules in the future. To date we have had no further report from the Commission.

Under date of November 26, 1958 I addressed a communication to Commissioner Tuggle again calling his attention to the fact that the **carriers were not calling Maintainers to correct signal trouble.** This involved the VIRGINIAN RAILWAY COMPANY and in a communication addressed me dated December 31, 1958 Mr. Tuggle stated in the second paragraph that,

"While an investigation of this matter will be made as I indicated in my letter to you of December 18, I am informed by the Bureau of Safety and Service after review by that Bureau of the copies of the communications attached to your letter, that it does not appear that the carrier acted contrary to any requirement of the Commission's rules when they failed to call a maintainer to investigate this reported signal trouble."

Again we emphasize that we feel this action of the carrier is

not in conformity with the Commission's Rules—particularly Rule 136.11 previously quoted.

While we do not desire to appear unduly critical of the Commission, it is evident in our opinion that in almost every instance ways are found by the representatives of the Commission —particularly in the Bureau of Safety and Service—to defend the carriers in their neglect or failure of compliance with the Commission's Rules.

It is a well known fact that these Rules were made and promulgated in accordance with the provisions of the Federal Law, commonly referred to as the Signal Inspection Act—now Section 25 of the Interstate Commerce Act.

It is our belief that many accidents have occurred because of the failure to comply with these requirements. To refresh the mind of the Commission, one incident is pointed out where upon investigation the Commission found that the wreck on the NEW YORK CENTRAL RAILROAD at Ripley, New York, which ocurred on February 8, 1957, **was a direct result of failure to inspect and properly maintain** the signal equipment in connection with the train control. This accident is covered in the Commission's investigation and accident report Ex Parte No. 209 decided April 25, 1957. While again in this instance the Commission did not charge the carrier with failure to make proper tests and inspections in compliance with the Rules, it is definitely pointed out that **the inductor in connection with the train stop system was defective** which unquestionably contributed to the cause of the accident.

> We believe that further delving into this particular phase having to do with the accident would have uncovered the fact that the New York Central System had at the time almost discontinued entirely tests of wayside train control inductors by mobile apparatus (equipped test car) and were not overhauling wayside inductors as was being done by most railroads using same.—They did attempt hit and miss patch work repairs in their own shops which were wholly inadequate
>
> In our opinion several other roads using the same type of wayside train stop inductor involving in the Ripley accident were likewise not conducting proper tests to insure the integrity and proper functioning of these wayside inductors, nor do we believe they are doing so at present. But the Commission, through its Bureau of Safety Staff and Field Inspectors, have made no special effort along these lines to our knowledge.

Further, in the 'Report of the Section of Railroad Safety, Bureau of Safety and Service, to the Interstate Commerce Commission for the Fiscal Year Ended June 30, 1958' it is pointed out there was a total of **72 false proceed failures of signals** in the year July 1, 1957 to June 30, 1958. Certainly, EACH OF THESE FAILURES IS A POTENTIAL ACCIDENT. Literally hundreds of false restrictive failures were reported and a great many potential false proceed conditions were likewise reported. This, in our opinion, is **definite proof developed by the Commission that the signal and interlocking facilities are not being properly maintained."**

NOTE:* Copy of this Memorandum, with exceptions noted, was presented to representatives of the Interstate Commerce Commission at a meeting in the Commission's offices in Washington, D. C., at 10:00 a.m., March 17, 1959, by a Committee of the Railway Labor Executives' Association, with the undersigned acting as Chairman.

To further illustrate just a few instances of the lack of enforcement of obedience by rail managements to the rules we list the following:—Literally hundreds of other instances are in our files and in the files of our men in the field.

ATCHISON, TOPEKA & SANTA FE

(Violation of Sections 136.11 and 136.23)

In the vicinity of Topeka, Kansas:

March 5, 1961, 10:30 P.M., Lights out in Signal 501 reported to Dispatcher.

March 3, 1961, 6:13 A.M., Lights out in Signal 481 reported to Dispatcher.

January 26, 1961, 2:15 A.M., Lights out in Signal 622 reported to Dispatcher.

January 23, 1961, 5:59 A.M., Lights out in Signal 622 reported to Dispatcher.

Reported to Commission April 11, 1961

Commission reported May 24, 1961, that no violation of its requirements was committed at Signals 481 and 622 where lights were out because these signals are of the semaphore type. This report of the Commission indicates lack of knowledge of rudimentary signaling and the rules of the Commission which provide that night aspects shall be shown by lights.

If the Commission now feels that the locomotive headlight or the light of the moon is sufficient when a train is backing to distinguish the signal aspect when a semaphore blade is employed, then Rule 136.23 should except semaphore signals—the law is law and should be changed or enforced.

Commission's report seems to give a run-around with respect to lights out in Signal 501 at 10:30 P.M., March 5, 1961, and gives no indication of correcting the violation.

BALTIMORE & OHIO

(Violation of Section 136.11)

At or about 1:00 A.M., November 30, 1960, signals were reported red (at stop with no train in the block) to Dispatcher on the Indianapolis Division. Signal Maintainer was called from a different territory, who reported to the Dispatcher at about 3:00 A.M. that the trouble was on another Maintainer's territory.

No effort was made to correct the trouble from 3:00 A.M. until the Maintainer on the territory of the trouble arrived at work at his usual starting time at 7:00 A.M. Broken rail was found and replaced at about 2:00 P.M. the same day.

Reported to Commission December 21, 1960

Commission's report of March 21, 1961, states that repairs were made without undue delay despite the fact that the signals were reported red at 1:00 A.M., November 30th, and repairs were not made until 2:00 P.M. the same day, during which period of time trains were allowed to operate through a block without knowledge that a broken rail existed. And yet, the Commission reports no violation of its Rules, Standards and Instructions.

CHICAGO, ROCK ISLAND & PACIFIC

(Violation of Section 136.11)

At 10:55 P.M., December 1, 1960, Light reported out in Signal 150 on the South Chicago line. Maintainer notified of trouble at 8:15 A.M., December 2, 1960. Three trains reported delayed.

At 2:20 A.M., November 26, 1960, (Saturday) Train No. 7 reported light out in Signal 117, westbound, on the South Chicago line. Maintainer notified of trouble 8:15 A.M., Monday, November 28, Twenty-one (21) trains passing this signal with light out reported delay.

Reported to Commission December 29, 1960, and January 31, 1961.

Commission's report of March 23, 1961, admits that defective light bulb was replaced in Signal 117 two days following failure, and that defective light was replaced in Signal 150 the following day after being reported out, but states that carrier acted with reasonable promptness in correcting the failure.

Particularly in the Signal 117 case, both the Commission as well as the carrier show little regard for the safety of employes or passengers—a broken rail could have existed during said period of time.

(Violation of Section 136.11)

On August 31, 1960, a track circuit failure was left overnight and when called to the attention of the Supervisor, his reply was that we operate on a lunar, which is a slow speed signal light and affords no protection at all. A lunar signal can be given with a train in the block or with a rail or rails out of the track completely.

Also, complaint filed that the carrier operates trains in cab signal territory without benefit of cab signals when failures occur.

Commission reported on December 22, 1960, that Section 136.11 had been violated in the above instances and that same was brought to the attention of the President of the Chicago, Rock Island and Pacific Railroad Company. No corrective instructions have been issued to date, to the best of our knowledge.

In the absence of extenuating circumstances these two instances are flagrant violations and the Commission was duty bound to institute punitive action.

KANSAS CITY SOUTHERN

(Violation of Section 136.51 (a))

On December 3, 1958, protest was made to the Commission that the carrier was failing to make inspections and tests in compliance with the Commission's Rules, and that on wooden bridges strips of metal had been placed underneath the rails,

which would make it possible to even remove the rails without breaking the track circuits and this would leave signals in clear position with rails removed from the track.

On May 13, 1959, the Commission reported that an investigation had developed a violation of Section 136.51 and that two violation cases had been transmitted to the United States District Court for prosecution.

The Commission's report also developed that the carrier had not kept proper records as required, and that it had not promptly repaired or renewed certain wires and cables, which did not meet the Commission's requirements. Apparently nothing further was done by the Commission in this respect.

Despite the fact that the carrier pleaded guilty to violating Commission Rules under Section 136.51, carrier made application to the Commission on September 24, 1959, to be granted the right to continue in service the strips of metal underneath rails on wooden bridges, which would permit removal of rails from the track and leave the track relay energized. Upon its own motion, the Commission granted relief to the carrier. As a result of the complete disregard for safety, there are 30 or so locations of bridges on the Kansas City Southern where one or more rails could be removed from the track and still continue to have a clear signal.

A situation as outlined above is not inducive to compliance with the Commission's Rules, Standards, and Instructions by other carriers who for various and sundry reasons may not feel like complying. As a Chairman of the Commission once said: "The Commission as a policing and enforcement officer of the code cannot be concerned too much with the cost of compliance—if the carriers have a complaint about lack of monies they should take it to the Congress who made the law."

LOUISVILLE & NASHVILLE

(Violation of Section 136.11)

At 9:15 A.M., September 24, 1961, Operator at Madisonville, Ky., copied message to the Signal Maintainer that a light was out in Signal 2702. Message received by Maintainer at 7:00 A.M., September 25, 1961. Signal was out from 6:06 A.M., September 24, until 7:00 A.M., September 25, before Maintainer was notified of the failure.

Reported to Commission October 4, 1961. No comment at present.

NEW YORK CENTRAL

(Violation of Section 136.11)

Signal Y 3-1 light reported out all night November 14, 1960. Not reported to Maintainer until 7:30 A.M., November 15.

Reported to Commission November 22, 1960.

Commission replied December 9, 1960, that facts submitted did not justify an investigation.

(N.Y.C. use S. A. search light 1-lamp bulb signals—most decidedly an unsafe condition existed in case of a burned-out lamp—broken rail, misplaced switch, etc., could have existed.)

NORFOLK AND WESTERN

(Violation of Section 136.11)

Signal failure occurred at South End of Elizabeth River near South Norfolk, Virginia, at 10:39 P.M., December 18, 1960, delaying two trains. Maintainer was not called until he arrived at work at 8:20 A.M. next day. The signal control circuit was open and grounded in the cable.

Commission reported on February 7, 1961, that its Rules, Standards and Instructions were not violated, but no reason given why such determination was reached.

(Most decidedly we have a violation—with an open and grounded control we have a potential that could be serious without investigations).

SOUTHERN RAILWAY

(Violation of Section 136.51)

Reported to Commission on June 29, 1961, that the Southern had track forces lining and cutting rails in five different places on May 30, 1961, without presence of Signal Department Maintainer.

Commission gave a brush-off report July 11 and September 26, 1961, by saying no violations of the Commission's requirements occurred.

(When work of the nature described is taking place there is but one way to insure compliance with Rule 136.51, i.e. "That the track relay will be deenergized" and that is to have a signalman present to effectively shunt and if necessary disconnect the track relay).

SOUTHERN PACIFIC

(Violation of Section 136.11)

Signals 4406 and 4415, Medford, Oregon, at Stop position continuously from 7:15 P.M., July 2, until about 9:00 A.M., July 5, 1960.

Reported to Commission September 28, 1960.

Commission replied December 9, 1960, that no violations occurred, even though broken rail had caused trouble from July 2 to July 5 before being repaired.

(Extremely hard to reconcile Commission's thinking with safety—running all trains for 3 days over a broken rail cannot be considered safe practice).

(Violation of Section 136.11)

Signal 932 on Sacramento Division reported at Stop position shortly after midnight, March 26, 1961, and was out most of the third trick assignment on March 25. Maintainer called to correct trouble at 6:00 A.M. March 26.

Trains 2nd 425, XE6269, XE5734, 3rd 425, XE5329, XE5765, XE5744, 1st 425, passenger train No. 22, XE6164, and XE6461 delayed.

Discussed with Commission but no further report.

(Violation of Section 136.11)

At 9:18 A.M., Sunday, November 6, 1960, message was addressed to Maintainer at Roseburg that Signals 5665 and 5661 were reported red, and to arrange repairs Monday. (Maintainer received report upon arriving for work Monday morning. Not only a violation, but an unsafe practice.)

Commission's report of March 9, 1961, makes no mention of violation of its instructions but merely states that positive action had been issued to call either the Signal Supervisor or Assistant Supervisor in cases of trouble.

(Possible violation of Agreement—nothing to do with Commission).

(Violation of Section 136.11)

Track circuit trouble reported between switches on siding at Naviska at 1:06 A.M., September 27, 1960. Maintainer notified at 7:05 A.M. when he reported for work. Trouble due to broken rail at Mile Post 958.

Reported to Commission November 22, 1960.

Commission replied December 9, 1960, that no violation of its rules was found.

(Most certainly a violation and an unsafe condition was allowed to exist longer than necessary.)

(Violation of Section 136.11)

Signal 13943 reported at Stop position by Train No. 39 at 2:45 A.M., on August 18, 1960. Message of failure was delivered to Maintainer upon reporting for work at 8:00 A.M.

Signal 14475 near Carrizozo, New Mexico, was reported at Stop by Train No. 39 at 1:55 A.M., August 12, 1960. Message of failure was delivered to Maintainer upon arrival at work 8:00 A.M. same day.

(Possible broken rail or other unsafe condition allowed to exist.)

Signal 14396 located in the yards at Carrizozo, New Mexico, was reported dark by Train No. 40 at 1:05 A.M., August 6, 1960. The same signal was reported by Train No. 4 at 11:45 A.M. on August 6, 1960. Maintainer was called about 11:45 A.M. for reported trouble. The above situations were reported to Commission on September 23, 1960.

Commission replied on October 20, 1960, admitting undue delay in correcting reported failures but again pointing out that carrier promised to correct the conditions in the future. No positive action taken by Commission.

We regret the length of this Memorandum, but I felt it incumbent upon my office to bring out these facts with documentary proof showing how safety has been deteriorating on the American railroads.

Hundreds of other illustrations could be given where the carriers file for relief from compliance with the rules or to make changes in signaling facilities. These applications to the Commission are identified as R.S.&I. or BS-AP-No.

We believe the evidence shown herein definitely proves how the carriers have been, and are continuing to ignore and flout the provisions of the Law, and we emphasize that these practices are being condoned by the Interstate Commerce Commission.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Chicago & Northwestern

PORT WASHINGTON, WIS. (9). Our annual banquet and regular business meeting was held recently at Fond du Lac, Wisconsin.

The all-day affair was well attended. The forenoon was spent renewing old acquaintances and making new friends. There was much discussion of job conditions and grievances, both past and present.

A delicious banquet was served. Our retired Brothers Fred Grams, J. "Dusty" Brintnall, R. J. Zeitler, W. D. Ehlenbeck, O. C. Due, and William Nenn were present as were supervisors K. Emerson and C. E. Boyles. We were pleased to have them as our guests of honor for this event.

The business meeting convened immediately following the banquet and many matters of importance to those present were discussed. General Chairman R. B. LeBaron reported on the progress made in the 1961 Wage and Rules Movement and discussed its present status.

Following adjournment of the meeting the balance of the afternoon was consumed visiting and playing cards.

Refreshments and a luncheon were served during the evening to wind up a full and very enjoyable day.

We offer our thanks to the Banquet Committee and those who helped in making this event a huge success. We especially thank Brothers L. Prasher, J. A. Meyer, P. J. Anheuser, and L. E. Boettcher, also Mrs. L. Prasher, Mrs. P. Anheuser and daughter, and Mrs. J. Meyer and daughter.

A. E. Nenn

Rock Island

ST. JOSEPH, MO. (23). Our regular meeting was held May 5 at Omaha, Nebraska. There were 8 members present.

Vice President C. S. Chandler attended the meeting and was very helpful in answering many of the questions, regarding claims and grievances, asked by the members present.

Many questions were brought up regarding vacation assignments and the application of the vacation agreement where Junior employes are used to fill vacancies and are required to take vacation dates other than those preferred by the employe. The General Grievance Committee was requested to investigate the conditions and see if a more favorable application of the Agreement could be worked out.

A minute of silence was observed in respect for two of our recently deceased Brothers, Vice President M. S. Mason and Leo Knight.

The application for membership of Larry D. Rees was favorably considered at this meeting and Brother Rees was welcomed as a member.

The members present decided that our Local should present Brother W. C. Elms, former general chairman, a retirement gift. Brother Elms retired from the testman's position at Little Rock, Arkansas on May 31. Everyone who worked during Brother Elms' tenure as general chairman knows of the many benefits we now enjoy due to his untiring efforts and personal sacrifice.

Members and officers of Local 23 wish Brother Elms a long and pleasant retirement.

F. H. Boyd

Baltimore & Ohio

CINCINNATI, OHIO. (94). Our April meeting was held at Deshler, Ohio. We were very proud of our attendance at this meeting, there was a very good turnout, we invite all of our Brothers to attend meetings and voice their opinion on each of the issues discussed.

A retirement dinner honoring Brothers Harvey Snyder, John McNutt, Ed Williamson, Elmer Hayner, Henry Schmaltz, and Roscoe Porterfield was held in the Wagner Hotel at Sidney, Ohio on May 4. 77 members of Local 94 were present to congratulate the retirees.

With the gangs: Foreman Paul Emmons' gang has just completed the installation of an automatic interlocking at Holgate, Ohio; Foreman C. A. Barger's gang has completed moving the end of double track from Roachton, Ohio to Perrysburg, Ohio. This is traffic control territory and all work was done under traffic without interruption of service; Foreman Earl Childers' and A. P. Weber's gangs are installing traffic control from Midland City to Dorsey, Ohio; Foreman J. Marsh's gang is at H. N. Cabin, St. Louis, Missouri installing traffic control there.

Our next meeting will be held July 21 at the Fort Hayes Hotel in Columbus, Ohio. We have a very interesting meeting planned and a representative of the B&O Relief Department, one of our members, has promised to address the meeting and will probably give us some very valuable information on the B&O Annuity Program.

We would like to take this opportunity to thank A. F. Brixner, committee chairman for the retirement party, and Mrs. F. M. Collier who directed a skit of a Mock wedding. It was proposed that the retirement party become an annual event.

H. W. Rupp

Wabash

DECATUR, ILL., (55). We had a very interesting meeting and were very pleased with the large turnout at Montpelier, Ohio, on May 16. The discussion covered a wide range of subjects and I sincerely feel that all who attended enjoyed the friendly and cordial atmosphere of the meeting and went home with a knowledge and understanding of those problems discussed.

With the gangs: V. G. Shonkwiler is at Fort Wayne, Indiana; P. E. Dawson is at Springfield, Illinois; and Carl Jacobsen is at Springfield.

With the test men: Joe Sharp is at Montpelier, Ohio; H. E. Martin is at Peru, Indiana; J. E. Bartley is at Springfield, Illinois; F. G. Bartley is at Springfield, Illinois; and R. E. Pettus is on the Moberly Division.

With the three-man gangs: E. R. Albert is at Springfield, Illinois; J. F. Lawrence is at Manhattan, Illinois; and Louis Streeb is at Danville, Illinois.

With the sick: Clarence Barnett is off duty due to injury and R. G. Thomas is now recuperating from an operation. We sincerely wish them a speedy recovery.

Personnel changes: R. J. Fluguar has bid in the leading maintainer position at Decatur, Illinois; Russell Melvin has bid in the signalman position with the Lorton Line gang; Homer Duff has bid in the signalman position on P. E. Dawson's gang; James Lennon has bid in the signalman position on V. G. Shonkwiler's gang; Dave Arnold has bid in the assistant maintainer position at Springfield; John Lewis has bid in the assistant position with Louis Streeb; and Don Woodring has bid in the assistant position at Milan, Michigan.

We are sorry to hear of the passing of Vice-President M. S. Mason. It was a privilege and an honor to have known him. He was one of the few men who had the courage to back up his convictions not only with words but with action as well. Brother Mason never seemed too busy to listen to the problems of those he served. It is due to the dedicated efforts of men like "Milt" that we, in labor, enjoy many of our present day benefits.

"Beyond a wholesome discipline, be kind to yourself. You are a child of the universe no less than the trees and the stars. You have a right to be here."

J.F.P.

Chicago & Northwestern

PORT WASHINGTON, WIS. (9). Brother Frank M. Kaiser, age 66, retired on March 8, 1962 after almost 50 years of railroad service. He has been a faithful member of Local No. 9 since December 23, 1941.

Frank began his signaling career on June 6, 1912 and advanced through the ranks holding several different positions before settling down as Maintainer at St. Francis on December 1, 1930. Recently his job was changed to that of Leading Maintainer with the same headquarters.

His only plans at the present time are to relax and enjoy himself.

Best wishes, Frank, from all members of Local No. 9 for success on this latest endeavor.

A. E. Nenn

Jersey Central Lines

NORTH PLAINFIELD, N. J. (54). A Special Meeting was held in the Long Branch Knights of Columbus Hall at North Plainfield on April 27. Vice President Carl Fields, Grand Lodge Representative Ben Steuerwald, and 52 members of the Central and Seashore Divisions, were present when General Chairman Henry H. Fox, Sr. tendered his resignation.

The resignation became effective April 30, and on May 5 the General Committee met. Edmund J. Grady, Signal Maintainer at West Carteret Tower on the Perth Amboy Branch was selected by a majority vote of the Committee to fill the vacancy created by Brother Fox's resignation.

Local 54 lost a good friend, former Financial Secretary, Brother Bert V. Young, who served our Brotherhood so ably for sixteen years. He passed away April 18. Brother Bert had been appointed as the Assistant Signal Supervisor of the Central Division on December 4, 1951 and was working in that capacity at the time of his death.

He began his signaling career as a Repairer on April 1, 1916 and advanced through the ranks to leading signalman, relay inspector, and foreman. To his widow and other members of the surviving family the officers and membership of Local 54 express heartfelt sympathy.

Condon Monroe, Maintainer at Queen Tower at Plainfield has been off duty since early April with a serious illness. We wish him a speedy and complete recovery.

There is a concerted move toward renewing our annual picnic and baseball game. It is suggested that we hold this event in July or August. If enough interest is shown, a committee will be appointed. The membership will be advised of the site and date selected, with complete information about the picnic at a later time.

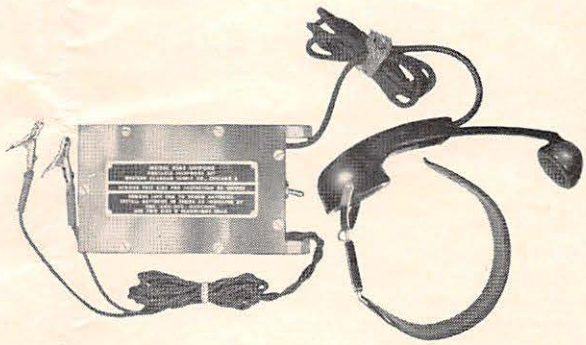
You are requested to check with your local chairman, members of his committee or the undersigned for time and place of the next regular meeting to be held on your division.

Louis E. DuMont

WRRS

New Filtered Unifone

Portable Telephone



The Famed Unifone is now available with built-in filter which will pass the voice frequencies and effectively block all frequencies above the voice band.

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WRRS

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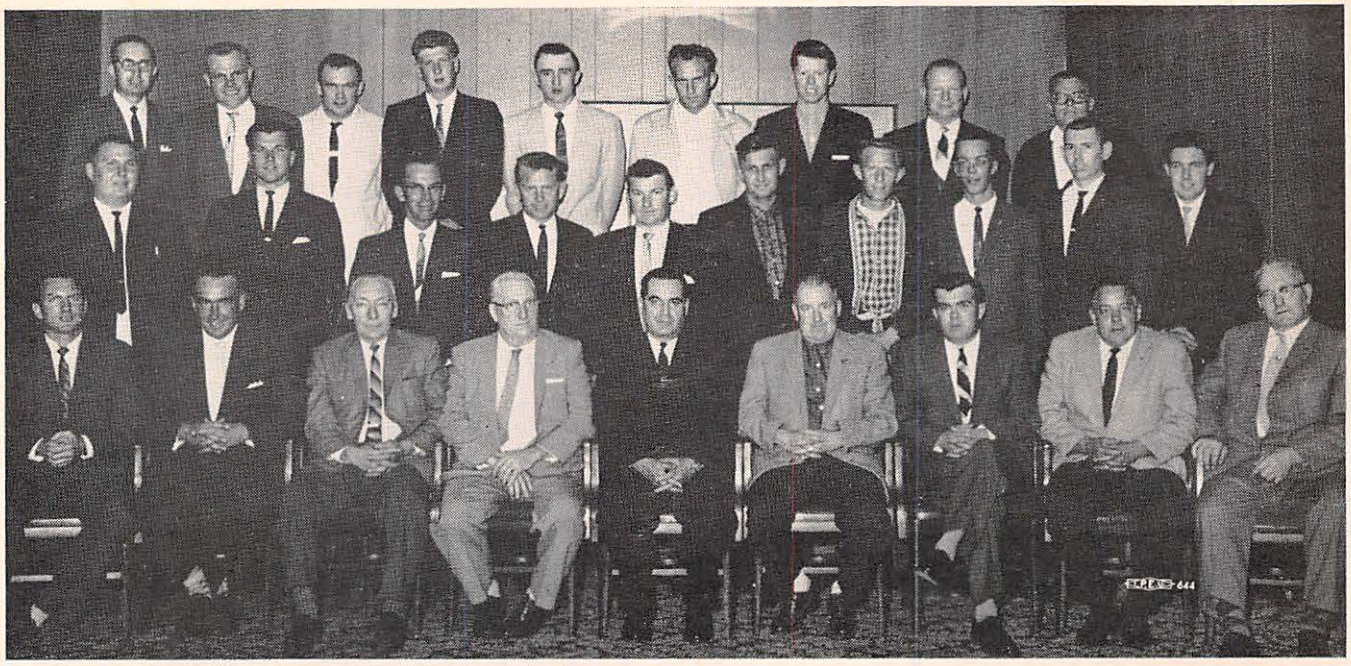


These members of Local 165 attended a recent meeting at Hamilton, Ontario. They are, from left to right: Front row—Secretary Treasurer W. Leduc; Chief Signalman R. B. Larmon; General Chairman H. A. Stockdale; Vice President Ed. Burman; General Chairman A. N. Cotton; Assistant General Chairman B. Reynolds; Local Chairman D. Majury; B. Gilmore; and Retired Brother Scotty McMillan. Second row—Morley Stein; W. Bannon; A. Weir; F. Ripper; S. Gurgazc; K. Murphy; E. Brooks; J. Controni; F. Cable; and R. Clancy. Third Row—J. D. Johnson; W. Schaeffer; R. Scarrel; M. Rossall; L. Hislop; K. Wilson; S. Eaton; and I. Stevenson.

Canadian National

HAMILTON, ONT., CAN. (165). A well attended meeting of Canadian National Railways Local 165 was held on May 6 at Hamilton, Ontario.

We were happy to have as our guests at this meeting Vice President E. Burman from Grand Lodge, who in fact was attending a meeting of his own local for the first time in many years and it was a pleasure to have him with us; Brother H. Stockdale, Grand Lodge Representative, who is always a welcome visitor to our meetings; Brother B. R. Reynolds, Vice Chairman, C.N.R.; and Brother W. McMillan.

Brother Burman gave the obligation to four new members: Brothers E. Brooks, K. Brooks, M. Stein, and J. Cantoni. We hope they will now be regular attendants at our meetings and we welcome them to our membership.

A number of important subjects were discussed and voted on which made this one of the most lively meetings we have had for some time. A report was made to the members by General Chairman A. N. Cotton on the proposed revisions to the signal training program. It was agreed that further meetings should be held with the Railways to revise some of the existing provisions to improve this program to conform with changing conditions.

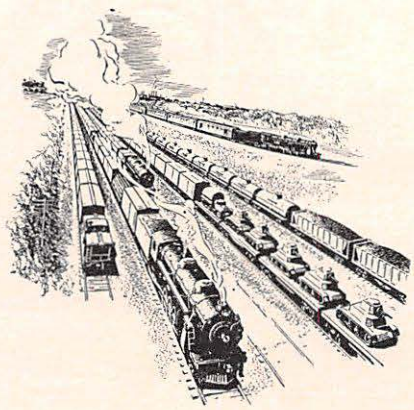
There was considerable discussion concerning the Railway's proposal to change the limits of the existing seniority districts as a result of the reorganization program now being put in effect by the Railways. At a recent meeting of the Local chairmen, a proposed policy was set up and further meetings will be held with the railway to bring this to a satisfactory conclusion.

Brother H. Stockdale reported on the progress being made on the current wage increase negotiations by the Non-Op groups on Canadian Railways. Further meetings will be held with the Railways in this connection in the near future.

Brother Cotton requested recommendations regarding the apportionment of work on the new Hump yard being constructed in the Toronto area. A proposed set-up of seniority status to those members working on the hump yard construction and maintenance was thoroughly discussed and will be further progressed with the Railway.

Brother Stockdale reported on the status of the life insurance program for all members. While there has been a good response to this program in most areas, there are still some members who have not as yet sent in ballots and he requested that we all get behind it with as many votes as possible to have it adopted.

WAYNE LEDUC



P. R. R. - P. R. S. L.

MAGNOLIA, N. J. (58). Our regular meeting held Wednesday, May 9, was very poorly attended. We urge our members to attend these meetings and take their fair share of the responsibility for the administration of our Local.

If there are reasons why our members do not attend, other than a lackadaisical attitude, your officers are interested in knowing them — perhaps something can be done to improve this situation—your help will be appreciated. Come to the meetings and voice your opinions.

We were glad to see Brothers R. Schwartz and Bill Gifford at the meeting, we invite them to return often.

Brother Hoban has returned to work following a recent illness. It was reported that he spent some time in the hospital.

Retired Brother Jimmy Hargrave, who is making his home in California, attended the meeting. He was welcomed by the officers and invited to return whenever possible.

It was reported that two teletype machines were recently received, one at 30th Street and one at Fagen's office. We have been told that these machines are to be maintained by the Bell Telephone Company. It was also reported that these machines are to replace those we now maintain.

Brother Carter is filling the inspector vacancy while Herb Dalton is on vacation.

Please pay your dues on time. Our next meeting will be held September 12. All members are invited to attend.

J. L. NACK

Fort Worth & Denver

VERNON, TEXAS (133). Our regular meeting was held in the Marchman Hotel at Wichita Falls, Tex., April 29. There were 9 members present.

The meeting was opened by Chief Signalman J. F. Warren who welcomed Vice President C. S. Chandler as a visitor to the Local and invited him to preside as chairman.

General Chairman J. D. Richards was present and reported on, and discussed, pending claims and grievances. It is noted that they are numerous and their numbers are constantly increasing.

Local Chairman G. W. Camp presented the report of the Local Grievance Committee and commented on the activities of his office since the previous meeting.

It was reported that the gang is working in Quanah, Texas repairing the damage to the pole line caused by the ice storms during January.

We are pleased to report that none of our members are off work due to accident or sickness. It was reported that Brother L. F. Brumley has recently returned to work. He was injured 18 months ago in a motorcar accident.

Our next regular meeting will be held at Wichita Falls on the last Sunday of July. All members are invited and urged to attend.

B. N. Davis

Pennsylvania

NORTH ARLINGTON, VA., (25). Our regular meeting was held March 12 in the PRR YMCA at New York, N.Y. The meeting was conducted by Chief Signalman W. T. Brown.

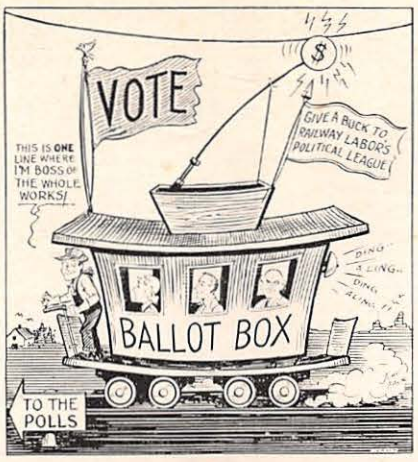
General Chairman R. B. Park and Vice General Chairman Edwards were present for the meeting and the regular order of business was suspended to provide for a question and answer session. Members presented their questions and grievances directly to Brothers Park and Edwards. This resulted in a very informal yet informative and educational discussion. It was a very interesting meeting.

Our subsequent regular meeting was held April 12 at the "Y." The usual group of members attended. We would like to extend a special invitation to our other members. Attend and share in the responsibility of administering the business of our Local.

William H. Paulin, a new member, was initiated and accepted as a Brother in our Local. He was invited to attend the meetings regularly, and to take an active part in the affairs of the Brotherhood.

Due to the effect annual vacations have on attendance at the meetings during the summer months, we will not hold a meeting until September 13, at which time we hope to see as many of our Brothers attend as possible.

J. J. D.


VOTE
GIVE A BUCK TO RAILWAY LABOR'S POLITICAL LEAGUE
THIS IS ONE LINE WHERE I'M BOSS OF THE WHOLE WORKS!
BALLOT BOX
TO THE POLLS

C. N. — C. P.

WINNIPEG, MAN., CAN. (12). Our regular meeting was held on April 31 in the Assiniboine Hotel, Winnipeg, Manitoba, with 26 members present including General Secretary-Treasurer, Brother C. R. Scott, General Chairman Brother H. A. Stockdale and General Chairman Brother A. N. Cotton present. We were pleased to welcome Brother L. J. Wahl as a new member. We hope that he will attend all future meetings and take an active interest in our Brotherhood.

Local Chairman B. T. Popel reported on our grievances on the Canadian Pacific Railway and advised that satisfactory progress was being made on them. Local Chairman I. F. Stevenson reported that our grievances on the Canadian National Railways were being progressed satisfactorily and that Brother K. L. Reitter's claim for expenses was being paid.

The By-Law Committee submitted the proposed Local Lodge By-Laws to the members and after they were read, discussions were held on the various clauses and rules. The By-Laws were then approved by the members. After their approval by the Local they are submitted to Grand Lodge for the approval of President Jesse Clark. Following their approval by Grand Lodge, they will be mimeographed and distributed to all members of our Local.

The Board of Trustees, Brothers Popel, Alexander, and Stevenson, reported that an audit of the books of the Secretary-Treasurer found that they were all in proper order. Brother Scott advised the members that he had spent some time with Secretary-Treasurer R. L. Law and found that the Local Lodge funds were being kept in a satisfactory manner.

Discussions were held on various subjects including the progress of our present wage negotiations, revision of the Signal Training Program Agreement, C. N. R. and C. P. R. revisions of seniority changes, track motorcar tops that are going to be furnished by the Railways, and the proposed Group Life Insurance Plan. The General Chairmen requested that those members who have not mailed their enrollment cards in for the Life Insurance Plan do so at once in order that the Insurance Plan can be progressed further.

The members expressed a vote of thanks to Brothers Scott, Stockdale, and Cotton, for attending this meeting and assisting them in the discussions on the important matters which were brought up and for the advice which they were able to give.

R. Law

Members of Local 12 attended a recent meeting held at Winnipeg, Manitoba. They are, left to right, Front row—L. Wahl, W. J. Alexander, S. Lawson. Second row—R. Joblinski, CPR Local Chairman B. T. Popel, General Chairman H. A. Stockdale, Secretary Treasurer C. R. Scott, General Chairman A. N. Cotton, CNR Local Chairman I. F. Stevenson, Secretary Treasurer R. Law. Third row—F. L. Hrehirchuk, N. Hoas, P. Kanski, G. E. Jenkinson, R. C. Buffie, I. N. Rosborough, W. Ditch. Back row—G. B. Hutchinson, L. Jarf, A. W. Oakley, G. Nochtigall, W. A. Gilcrest, and A. J. Popp. Brothers Lloyd Young and J. M. Hodgson were present for the meeting but are not shown in the photo.

Obituary

John Sirc, retired member of Local 109, Pennsylvania Railroad Company, passed away May 14. He was 70.

Brother Sirc recently retired from the T and S Department of the PRR where he was employed as a signalman at Akron, Ohio.

He is survived by his widow, two sons, one daughter, and four grandchildren, to whom the officers and members of Local 109 extend sincere sympathy. ED.

C. L. Matheny, member of Local 15, New York Central Railroad Company, suffered a heart attack and passed away May 24. He was 50.

Brother Matheny began his signaling career with the NYC during June 1942. He served in the Navy during World War II and attained the rank of Lt. JG. Upon his return from the armed forces he became the maintainer at Lenox Tower, a position he held until the time of his death.

He is survived by his widow, and two sons, to whom the officers and members of Local 15 extend sincere sympathy. FRANK D. POLLARD

R. A. Zulch, former member and good friend of Local 160, New York Central Railroad Company, passed away on May 15. He was 61.

Brother Zulch began his signaling career with the NYC. He served our Local for several years as local chairmain. In 1940 he was appointed assistant supervisor and subsequently in 1958 was appointed to the position of Supervisor, the position he held at the time of his death.

He is survived by his widow, one daughter, and two grandchildren, to whom the officers and members of Local 160 extend sincere and deepest sympathy. WILLIAM DEATCHER

John B. Craft, retired member of Local 153, Southern Pacific Railroad, suffered a heart attack and passed away April 21.

Since his retirement on a disability annuity, Brother "Jack" developed many interesting hobbies to keep him occupied. Many of his friends said "His heart was weak but it was always big and strong in the qualities of sincerity, hospitality and friendship."

Officers and members of Local 153 express deepest sympathy to his widow and other members of the surviving family.

ED.

Walter Henry Johnson, retired member of Local 18, Pennsylvania Railroad, passed away May 3.

At the time of his retirement Brother Johnson was a signalman, a position he had held for more than 37 years.

He is survived by his widow, and one son, to whom the officers and members of Local 18 extend sincere sympathy. ED.

Louis W. Zlotkowski, retired member of Local 61, Milwaukee Railroad, passed away at the St. Francis Hospital in Shakopee, Minnesota, April 25. He was 77.

Brother Zlotkowski was born in Poland on August 14, 1884. He was signal maintainer for the Milwaukee road for 38 years prior to his retirement September 16, 1948.

He is survived by his widow, two sons, and three grandchildren, to whom the officers and members of Local 61 extend sincere sympathy.

ED.

Robert Ott, member of Local 94, Baltimore & Ohio Railroad, was fatally injured in an automobile accident April 21. He was laid to rest at Pakaskala, Ohio. Brother Ott was born February 26, 1913 at Mt. Vernon, Ohio and began his signaling career with the Baltimore and Ohio Railroad during 1936. He has worked for that company for 26 years.

He is survived by his widow, two daughters, and three grandchildren, to whom the officers and members of Local 94 extend sincere sympathy.

H. W. RUPP

David I. Kinna, retired member of Local 31, Baltimore and Ohio Railroad, passed away February 21. He was 82.

Brother "Dave" was a signal foreman at the time of his retirement during 1946.

He is survived by six children, to whom the officers and members of Local 31 extend sincere sympathy.

D. L. ESWORTHY

Carl H. Sanders, retired member of Local 146, Pennsylvania Railroad, passed away April 24. He was 72.

Brother Sanders was the maintainer at Winamac, Indiana and held that position at the time of his retirement November 30, 1955. Carl served as financial secretary of Local 146 for 37 years.

He will be missed by his many friends and the officers and members of Local 146 extend deepest sympathy to the surviving members of his family. J.H.K.

Leo N. Knight, retired member of Local 23, Rock Island Railroad, passed away April 22 at Lincoln, Nebraska.

Brother Knight was working as a testman at Fairbury, Nebraska at the time of his retirement June 2, 1958.

He is survived by his widow, one son, and two daughters to whom the officers and members extend sincere sympathy. F. H.BOYD

Samuel Golden, retired member of Local 143, Baltimore & Ohio Chicago Terminal Railroad, recently suffered a heart attack which resulted in his death May 5.

Sam was a faithful member of our Brotherhood and will be missed by his many friends.

The officers and members of Local 143 extend deepest sympathy to the members of the surviving family.

ED.

Louis J. Delagram, Local 25, Pennsylvania Railroad, passed away April 16. He was 65.

Brother Delagram began his signaling career with the Pennsylvania Railroad during 1913 and has worked various positions in the ensuing years.

He is survived by his widow, three sons, and two daughters, to whom the officers and members of Local 25 extend sincere sympathy. J.J.D.

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Each member of the B. of R.S. in good standing is entitled to receive a copy of THE SIGNALMAN'S JOURNAL each month. If you change your address, or are not receiving the magazine regularly, fill in this coupon and mail to:

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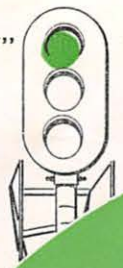

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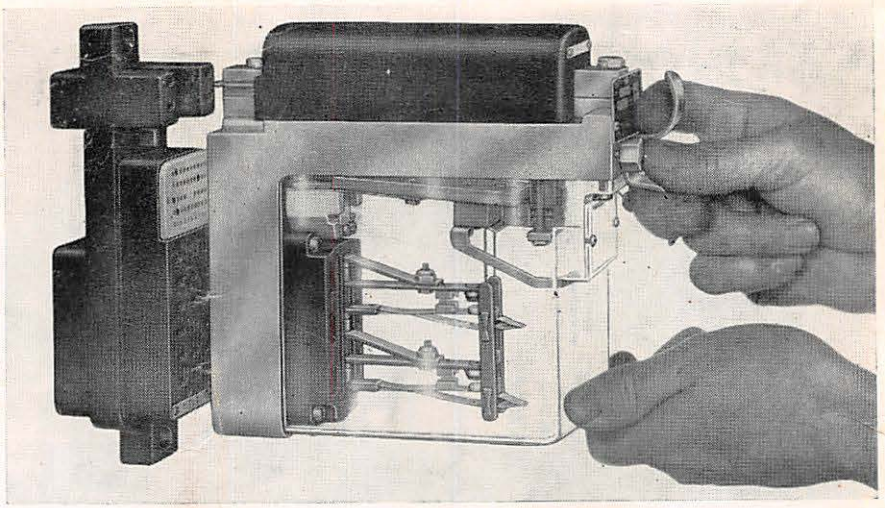
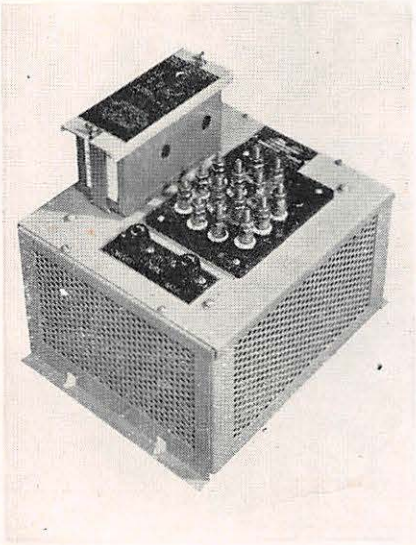
PRODUCT NEWS from Union Switch & Signal





New solid state inverter develops 3 times more power

The Union F-30 Inverter has a solid state circuit that's 90% efficient and has 3 times the power capabilities of previous units. The inverter delivers 250 or 325 VA at 120 volts from a 12- or 16-volt d-c power supply respectively and it's stable from —22°F. to 150°F. Frequency output range is from 50 to 100 cycles per second. The plug-in vibrator will last a long time because it operates at a fraction of its capacity.

The top plates conveniently list terminal nomenclature, instructions for connecting power supply, and voltages between terminals. For greater power requirements, connect two inverters in tandem. The F-30 Inverter is designed for standby or intermittent power supply to carrier equipment, train graphs, meters, and alternating current track circuits. *Write for U.D. 297.*

Here are 9 new Union Plug-In Relays

PN-150SO Switch Overload Relay is standard for overload and short circuit protection of d-c switch motors. It is equivalent to OR-11 and ORP-60 relays but has a PN-150 relay housing. Three different operating ratings are available which cover practically all d-c switch machine applications. **PA-150SA Overload Relay** for a-c switch machines has an internal rectifier and slightly different contact combination. *See U.D. 287-G.*

PP-151 Magnetic Stick Relay in combination with **PN-150 BM Biased Relay** are used for control of electric switch machines. PP-151 has two silver-to-silver low resistance contacts for reversing motor circuit polarity and keeping overload relay circuits in agreement. PN-150 BM uses heavy-duty magnetic contacts to make and emergency break the motor circuit, and is capable of breaking motor current in excess of 50 amperes at 110 volts d-c. Its biased feature makes the combination self-checking. *See U.D. 287-G.*

PT-150 Thermal Relay is equivalent of TH-10 and PT-52 relays but provides longer adjustable time intervals. Improved characteristics enable one relay to cover operating times which previously required three different relays. A permanent magnet keeps the back contact closed even under vibration and gives it a snap action. *See U.D. 287-E.*

PN-150BL Biased Plug-in Light-out Relay has a half-wave copper oxide rectifier built into the relay. Calibrations are more accurate and consistent with the built-in rectifier, mounted in place of contacts 4, 5, and 6. It's available in three ratings which cover most applications for light-out protection. *See U.D. 278-F.*

PN-150BH High Drop-Away Relay has a high ratio of drop-away to pick-up. It's ideal for broken rail protection on track circuits as long as 6000 feet. The double coils can be used in series or in multiple to obtain a .5- or 2-ohm relay, 1- or 4-ohm relay, 500- or 2000-ohm relay. All relays are equipped for front-of-relay testing. *See U.D. 278-D.*

PN-150BE High Efficiency Line Relay is a plug-in, biased relay. Use it where response to both polarities is not needed, or with a PN-150B or PN-250B relay when single polarity response is needed. When wired in series, the coil resistances are 60, 1000, and 2000 ohms. *See U.D. 278-D.*

PN-150NE Neutral Efficient Relay can be used in the center of a circuit network to pick-up on either polarity. It has the same efficiency as DN-22A relays. A locking device holds down the armature when the relay is de-energized. *See U.D. 278-D.*

WABCO

UNION SWITCH & SIGNAL DIVISION

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